Amey
SEILWAITH
INFRASTRUCTURE

Trafnidiaeth Cymru
Canolfan Seilwaith
Ystad Ddiwydiannol Trefforest
Pontypridd
CF37 5UT

Transport for Wales
Infrastructure Hub
Treforest Industrial Estate
Pontypridd
CF37 5UT

Wales and Borders Rail Service and South Wales Metro

Core Valley Lines

2027 CVL Network Statement

Issue 1.0

Version Control

Version	Date	Description of change
2027 CVL Network Statement Draft 0.1	September 2025	Consultation Document
2027 CVL Network Statement Draft 1.0	October 2025	First issue following consultation

Contents

Glossary of Terms

Term/Abbreviation	Meaning
Access Beneficiary	means, in respect of an Access Agreement, the Train Operator or Access Option Holder who is party to that Access Agreement
Access contract	an agreement for access to track, stations, or depots (as applicable).
Access Proposal	any notification made by any Applicant for a Train Slot as provided under the CVL Network Code.
AIWAP	Amey Infrastructure Wales Approvals Panel. Used for authorising the introduction of new or changed infrastructure, rolling stock and products onto CVL Infrastructure.
Applicant	any person who wants to apply for a Train Path, station or other facility access including Railway Undertakings and combined transport operators applying on behalf of a Railway Undertaking.
Calendar of Events	A calendar of Events prepared by Network Rail on behalf of the CVL IM (see Appendix C of this document), pursuant to Part D of the CVL Network Code.
Claims Allocation and Handling Agreement	the multilateral contract between companies licensed to operate railway assets regarding the allocation of liabilities and the handling of claims.
Contingent right	a right: that is not a firm right and is subject to additional factors outside the operators' control – normally other operators' firm rights, but also decision criteria.
Control Period or CP	the industry standard periods to which a Network Rail access charges review applies, with CP7 commencing 1st April 2024.- 31st March 2029
CVL Access Dispute Resolution Rules	the rules for the resolution of access disputes on the CVL Network as published by the CVL IM and appended to the CVL Network Code.
CVL Engineering Access Statement	The CVL EAS is included as part of Network Rail EAS under the track section that form the CVL Network. It details the rules regulating the arrangements for access to the various parts of the main rail network when affected by inspection, maintenance, renewal and other works, which forms part of the document known as the "Engineering Access Statement" published by Network Rail in respect of the Network Rail Network. The current Engineering Access Statement is available on Network Rail's website: here

CVL IM	Seilwaith Amey Cymru / Amey Infrastructure Wales Limited, a company registered in England and Wales with company number 11389544 whose registered office is at Transport for Wales CVL Infrastructure Depot Ty Trafnidiaeth, Treforest Industrial Estate, Gwent Road, Pontypridd, United Kingdom, CF37 5UT.
CVL Network	Core Valley Lines as shown in App A - has the meaning given to the term "CVL" in Part A of the CVL Network Code.
CVL Network Code	the document known as the CVL Network Code as published by the CVL IM, which can be found here
CVL Network Statement	this document, known as the CVL Network Statement.
CVL Railway Operational Code	the document entitled CVL Railway Operational Code published by CVL IM in accordance with the CVL ROC Plan.
CVL ROC Plan	the document entitled "CVL ROC Plan" published by CVL IM, in accordance with which the CVL Railway Operational Code will be established, details of which are set out in Part H of the CVL Network Code.
CVL Stations	the stations listed at Appendix B to this CVL Network Statement.
Dangerous Goods	has the meaning given to it in section 3.4.4 of this CVL Network Statement.
Delay Attribution Principles and Rules	has the meaning given to it in Part A of the CVL Network Code. In accordance with DAPR Board publication here
Disruptive Event	any event or circumstance which materially prevents or materially disrupts the operation of trains or any part of the CVL Network in accordance with the Working Timetable.
ECM	entity in charge of maintenance (on the CVL Network).
EU	the European Union.
Event Steering Group	has the meaning given to it in Part D of the CVL Network Code.
Event	an event or group of events relating to the CVL Network, shown in the Calendar of Events.
Framework Capacity Statement	has the meaning given to it in section 4.4.1 of this CVL Network Statement.
Firm right	A right: (a) Of a Timetable Participant under an Access Agreement in respect of the quantum, timing, or any other characteristic of a train movement. (b) Of CVL IM under the Rules

	and which in either such case is not expressed to be subject to any contingency outside the control of the right holder (save in the case of (a), the right may be subject to the Rules.
FTN	Fixed Telecommunications Network.
GSM-R	Global System for Mobile Communications – Railway.
IM Website	means the infrastructure manager section of the Transport for Wales Rail Services website here
Infrastructure Manager	has the meaning ascribed to it in the Rail Regulations.
Minimum Access Package	has the meaning given to it in section 5.3 of this CVL Network Statement.
National Operations Publications	produced under the Railway Standards Code. NOPs define instructions for direct application by staff employed by transport operators, for example the rule Book which contains instructions for drivers, signallers, or track workers.
National Vehicle Register	A database of vehicles including authorisation status, as required under the Railways (Interoperability) Regulations 2011 (as amended), such register being maintained by Network Rail.
Network Rail	Network Rail Infrastructure Limited, a company registered in England under number 029045877 having its registered office at Waterloo General Office, London, United Kingdom, SE1 8SW.
Network Rail Network	the railway infrastructure and railway facilities of which Network Rail is the facility owner (as defined in the Railways Act) and Infrastructure Manager.
Network Services	has the meaning given to it in section 82(2) of the Railways Act 1993.
New Working Timetable	the version of the New Working Timetable published by Network Rail on behalf of the CVL IM at D-26 in accordance with Condition D2.7.1 of the CVL Network Code (as may be revised in accordance with Condition D2.7.4 of the CVL Network Code), which will form part of the timetable known as the "New Working Timetable" published by Network Rail in respect of the Network Rail Network.
ORR	Office of Rail and Road.
Performance Data Accuracy Code	has the meaning given to it in Part B of the CVL Network Code.
Principal Change Date	the first and main change implementation date on which revisions may be made to the Working Timetable, occurring in the winter of a calendar year.

Principal Timetable	the Working Timetable that is established for the year beginning on the Sunday immediately after the second Saturday in December.
Priority Date	has the meaning given to it in Part D of the CVL Network Code.
Rail (Licensing) Regulations	The Railway (Licensing of Railway Undertakings) Regulations 2005, as amended.
Rail Regulations	The Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016, as amended. here
Railway Group Standard	produced under the Railway Standards Code. Railway Group Standards defines requirements and contains national technical rules and national safety rules applicable to the mainline railway system.
Rail Industry Standards	produced under the Railway Standards Code. RISs defines requirements in respect of the mainline railway system, that are not within the scope of national technical rules.
Railway Undertaking	any public or private undertaking, licensed according to the Rail Licensing Regulations, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking must ensure traction (this also includes undertakings which provide traction only).
Railway Undertaking Licence	has the meaning given to it in the Railway (Licensing of Railway Undertakings) Regulations 2005.
Railways Act	Railways Act 1993 (as amended).
RNE	RailNetEurope, an association of European infrastructure managers.
ROGS Regulations	The Railways and Other Guided Transport (Safety) Regulations 2006 as amended.
Routes	has the meaning given to it in Part A of the CVL Network Code.
RSSB	Rail Safety and Standards Board.
Rules	the Timetable Planning Rules and the CVL Engineering Access Statement.
Sectional Appendix	has the meaning given to it in section 2.3 of this CVL Network Statement.
Secondary Legislation	Secondary legislation is law created by ministers (or other bodies) under powers given to them by an Act of Parliament. It is used to fill in the details of Acts (primary legislation). These details provide practical measures that enable the law to be enforced and operate in daily life.

SoAR Panel	The Sale of Access Rights (SoAR) Panel is a governance body that ensures a consistent, fair, and efficient approach to negotiating and agreeing the sale of track access rights to train operators and allocating available capacity across the CVL rail network
SNRP	Statement of National Regulatory Provisions.
Station Access Agreement	a contract for rights of access to CVL Stations.
Station Access Conditions	in relation to a Station Access Agreement, the conditions incorporated into the relevant Station Access Agreement known as the Station Access Conditions, as modified from time to time with the approval of ORR. A copy of the CVL conditions can be found at the IM Website here.
Strategic Capacity Statement	the statement published by the CVL IM setting out Strategic Paths.
Strategic Path	capacity for potential use by new services to be included in the New Working Timetable and Working Timetable by way of a Strategic Train Slot.
Strategic Train Slot	a Train Slot included in the New Working Timetable and Working Timetable to represent a Strategic Path.
Subsidiary Timetable	the adjustment of the Principal Timetable that is established at midnight on the third Saturday in May during the currency of the Principal Timetable.
TfW	Transport for Wales, a private limited company wholly owned by the Welsh Ministers, incorporated in England and Wales with company number 09476013 and with its registered office at 3 Llys Cadwyn, Pontypridd, Wales, CF37 4TH.
TfWRL	Transport for Wales Rail Ltd, a private limited company incorporated in England and Wales with company number 12619906 and with its registered office at 3 Llys Cadwyn, Pontypridd, Wales, CF37 4TH.
Timetable Change Risk Assessment Group	the group with this name set up by Network Rail.
Timetable Change Assurance Group	the group with this name set up by Network Rail.
Timetabling Panel	has the meaning given to it in the CVL Access Dispute Resolution Rules.
Timetable Planning Rules	the document of the same name issued by Network Rail here.

Track Access Agreement	a contract between the CVL IM and a Railway Undertaking governing the relevant Railway Undertaking's access to the CVL Network.
TDLCR	The Railways and Other Guided Transport Systems (Miscellaneous Amendments) Regulations 2013 as amended
Train Operator Variation	has the meaning given to it in Part D of the CVL Network Code.
Train Path	the infrastructure capacity needed to run a train between two places over a given time period.
Train Slot	has the meaning given to it in Part D of the CVL Network Code.
Welsh Ministers	the Welsh Ministers whose principal place of business is at Crown Buildings, Cathays Park, Cardiff, CF10 3NO, or any successor to all or part of their rights and functions.
Working Timetable	the timetable used for working purposes, as further described in section 4.1 of this CVL Network Statement, which will form part of the timetable known as the "Working Timetable" published by Network Rail in respect of the Network Rail Network.

1. General information

1.1 Introduction

The Core Valley Lines (CVL) Network is owned by TfW and leased to the CVL IM. The CVL IM is the Infrastructure Manager of the CVL Network for the purposes of the Rail Regulations and has published this CVL Network Statement in respect of the CVL Network.

The CVL IM is responsible for the operation, maintenance, renewal, and replacement of the railway infrastructure on the CVL Network in accordance with its network licence conditions, for the control and the safety of all train traffic as well as for participating in the development of the infrastructure.

The CVL Network consists of tunnels, track, and associated infrastructure. The track covers the routes shown on the map of the CVL Network (see Appendix A) and connects to the Network Rail Network at two separate connection points. One connection point is to the north of Cardiff Central Station and the other connection point is to the north of Ninian Park Station.

For 2027 there are fifty-seven stations served by the CVL Network with two new stations at Butetown and Crwys Road due to be opened by 2027. The CVL Stations are currently leased by the CVL IM to TfWRL (as facility owner of the CVL Stations). Please refer to section 1.6.2 of this CVL Network Statement for contact details of TfWRL.

If a Railway Undertaking seeking access to the CVL Network has an existing track access agreement with Network Rail, an amendment will be required to such existing track access agreement with Network Rail in order to reflect the operation of the performance regime being administered by Network Rail on the CVL IM's behalf, as described in section 5.7.

1.2 Purpose of the CVL Network Statement

The purpose of this CVL Network Statement is to inform Applicants, the relevant authorities, and other interested parties about the CVL Network and the terms and conditions for allocation of capacity and usage in respect of the CVL Network.

This CVL Network Statement presents the services that the CVL IM offers, with information regarding where such services are accessible, how the allocation of services functions, which charges apply and the conditions that apply for gaining access to such services.

This CVL Network Statement has been developed in accordance with the Rail Regulations. In particular, this CVL Network Statement provides general

information about the CVL Network, conditions of access to the CVL Network by transport operators, rules, procedures, and criteria for allocation of capacity and payments for the same.

The CVL IM engaged closely with the industry prior to publication of this CVL Network Statement.

1.3 Legal Aspects

1.3.1 Legal framework

The legal framework of the rail industry of Great Britain is primarily governed by the Railways Act 1993, the Railways Act 2005, the Railways and Transport Safety Act 2003 and a range of secondary legislation.

The railways are also governed by the Rail Regulations and the Rail (Licensing) Regulations. These regulations set out various requirements, including:

- the allocation of railway infrastructure capacity (please refer to section 4 for details of capacity allocation on the CVL Network).
- the levying of charges for use of railway infrastructure (please refer to section 5 of this CVL Network Statement for details of the charging principles in accordance with which the CVL IM will set charges).
- the licensing of Railway Undertakings (please refer to section 3.2.3 of this CVL Network Statement for details of the relevant licensing requirements).
- the production and contents of network statements.

The Railways and Other Guided Transport Systems (Safety) Regulations 2006 (as amended) (ROGS) are used for managing safety.

Please refer to section 3.2.4 of this CVL Network Statement for information on safety certificates.

As an Infrastructure Manager, the CVL IM maintains and develops the CVL Network and has arrangements in place for a panel known as the Amey Infrastructure Wales Assurance Panel (AIWAP) to verify the safety of new or changed infrastructure before it is placed in service on the CVL Network, providing the safety of such infrastructure has not already been assessed by the panel set up by Network Rail known as the Network Rail Acceptance Panel.

The CVL IM shall operate the CVL Network in accordance with all relevant legislation.

1.3.2 Legal status and Liability

This CVL Network Statement is intended as a source of information for the CVL IM's current and potential customers. As such, it is intended to be an informative document only and accordingly it has no contractual force. It is not intended to be an invitation to treat or to be an offer to enter into a contract.

Reasonable efforts have been made to ensure that the information provided in this CVL Network Statement is accurate. The CVL IM does not accept any liability for errors, omissions, or inaccuracies regarding information from external parties. This CVL Network Statement has been prepared for the benefit of existing and potential customers, to comply with the requirements of the Rail Regulations. It is intended to be informative, but customers (both existing and potential) should not place reliance on any item of information contained in it without first verifying with us the extent to which it is appropriate to do so.

Any errors, discrepancies, or omissions in this CVL Network Statement which are notified to the CVL IM will be reviewed and (where appropriate) corrected in the next issue of this CVL Network Statement.

No responsibility can be accepted by the CVL IM for the content of any external website or third-party document referred to in this CVL Network Statement.

1.3.3 Appeals procedure

An "Access Beneficiary" who is party to a Track Access Agreement with the CVL IM or a "Potential Access Party" (as such terms are defined in Part A of the CVL Network Code) has a right to challenge decisions made by the CVL IM in relation to its functions under Part D of the CVL Network Code as to:

- timetabling.
- the CVL Engineering Access Statement; and
- the Timetable Planning Rules.

Any such challenges are heard by the relevant panel under the CVL Access Dispute Resolution Rules. Please refer to section 4.5.5.2 of this CVL Network Statement for further details regarding the CVL Access Dispute Resolution Rules, which are available as an annex to the CVL Network Code here.

If any Applicant believes it has been unfairly treated, discriminated against, or otherwise aggrieved concerning this CVL Network Statement, or any other matter specified in regulation 32(2) of the Rail Regulations, an appeal may be made to the ORR.

The CVL IM would invite anyone who has concerns regarding this CVL Network Statement or the matters referred to in it, to raise them with the CVL IM (using the contact details for the CVL IM set out in section 1.6.1 of this CVL Network Statement) in the first instance, so that consideration can be given as to how those concerns may be accommodated.

1.4 Structure of CVL Network Statement

The structure of this CVL Network Statement follows the Network Statement Common Structure and Implementation Guide, adopted by European Infrastructure Managers belonging to RailNetEurope (RNE) (see section 1.7.2 below). The Network Statement Common Structure and Implementation Guide is revised when needed and the most recent version is available on the RNE website here.

The goal of the Common Structure and Implementation Guide is that all Applicants and interested parties can find the same information at the same place in each Network Statement.

This CVL Network Statement is therefore structured in seven sections constituting the main document with appendices giving further details:

- **Section 1** (General Information) – gives general information about this CVL Network Statement and relevant contacts.
- **Section 2** (Infrastructure) – describes the main technical and functional characteristics of the CVL Network.
- **Section 3** (Access Conditions) – defines the legal requirements and access conditions to the CVL Network.
- **Section 4** (Capacity Allocation) – sets out the procedure for the allocation of Train Paths.
- **Section 5** (Services and Charges) – gives an overview of the services provided by the CVL IM as well as the charges for these services. The incentive schemes are also covered in this section.
- **Section 6** (Operations) – describes the traffic management procedures, including the procedures to be followed in the event of incidents.
- **Section 7** (Service Facilities) – provides an overview of the service facilities connected to the CVL Network.

1.5 Validity Period, Updating and Publishing

1.5.1 Validity period

The Rail Regulations require the CVL IM as an Infrastructure Manager to publish a network statement four months before the deadline for applications for infrastructure capacity (the Priority Date for the relevant timetable). Consequently, this CVL Network Statement is for use for capacity requests for the 2027 timetable year (13th December 2026 to 11th December 2027).

1.5.2 Updating

The CVL IM will update this CVL Network Statement as may be necessary to include revised or additional information and/or reflect significant changes from time to time and publish the updated version on the IM Website here.

In particular, Seilwaith Amey Cymru / Amey Infrastructure Wales will update relevant information, particularly in the areas of access contracts and capacity allocation, in sufficient time for the future stand up of Great British Railways.

In addition to these updates, the CVL IM will publish an updated version of this CVL Network Statement once a year. Where required, the CVL IM will undertake consultation ahead of formal publication.

Once a document is downloaded from the IM Website, it will fall outside of any change control process offered by the CVL IM.

Please note that many of the supporting documents referred to in this CVL Network Statement are subject to their own change control process.

1.5.3 Publishing

In order for this CVL Network Statement to be an easy-to-use document, it facilitates access to further information by means of links to websites or contact details in addition to the information set out within it.

The CVL IM will keep this CVL Network Statement up to date and make clear when updating has taken place (by way of applying version control).

This CVL Network Statement is published in English and French. Both versions are available free of charge in electronic format on the IM Website here. In addition to English and French, the CVL IM may choose to publish this CVL Network Statement in other languages from time to time.

While the CVL IM has taken care to make sure that all language versions of this CVL Network Statement are aligned, in the event of inconsistencies or

interpretation difficulties between the English and non-English versions, the English version prevails.

1.6 Contacts

1.6.1 On issues or Access relating to the CVL Network (including comments on this CVL Network Statement)

Seilwaith Amey Cymru / Amey Infrastructure Wales Limited

FAO: Infrastructure Management Director
Address: Transport for Wales CVL Infrastructure Depot
Trefforest Industrial Estate, Gwent Road
Pontypridd CF37 5UT
Email: CVLTrackAccess@amey.co.uk

1.6.2 On issues relating to access to CVL Stations

Transport for Wales Rail Ltd (TfWRL) as the Station Facility Owner

FAO: Chris Dellard, Head of Access Planning
Address: 3 Llys Cadwyn
Pontypridd
Wales
CF37 4TH
Email: Chris.Dellard@tfwrail.wales

1.6.3 On issues relating to the Wales and Borders Franchise

Transport for Wales (TfW)

FAO: Operations Director
Address: 3 Llys Cadwyn
Pontypridd
Wales
CF37 4TH
Website: https://trc.cymru/

1.6.4 On issues relating to Cardiff Central Station, other Network Rail Stations and track access to the Network Rail Network

For queries relating to passenger track access and prospective non-franchised passenger Railway Undertakings:

FAO: Gianmaria Cutrupi
Aspirant Open Access Operations Manager
Address: Network Rail
Waterloo General Offices
London SE1 8SW
Email: gianmaria.cutrupi@networkrail.co.uk

For queries relating to new freight customers:

FAO: Guy Bates
Head of Freight Development
Address: Network Rail
Waterloo General Offices
London SE1 8SW
Email: guy.bates@networkrail.co.uk

1.6.5 Timetabling

FAO: Working Timetable Team
Network Rail
Address: The Quadrant
Milton Keynes MK9 1EN
Tel: +44 (0) 7734 282514
Email: NRT-WTT@networkrail.co.uk
Website: https://www.networkrail.co.uk/running-the-railway/the-timetable/working-timetable/

and copied to:

Seilwaith Amey Cymru / Amey Infrastructure Wales Limited

FAO: Infrastructure Management Director
Address: Transport for Wales CVL Infrastructure Depot
Trefforest Industrial Estate, Gwent Road
Pontypridd CF37 5UT
Email: CVLTrackAccess@amey.co.uk

1.6.6 **On issues relating to GB railway licences/exemptions**

FAO: The Licensing Team
Address: Office of Rail and Road
25 Cabot Square
London E14 4QZ
Email: licensing.enquiries@orr.gov.uk
Website: https://www.orr.gov.uk

1.6.7 **Safety Certificates**

FAO: Senior Executive: Safety Permissioning
Address: Office of Rail and Road,
3rd Floor, Mallard House, Kings Pool,
1-2 Peasholme Green,
York, YO1 7PX
E-mail: ROGS@orr.gov.uk
Website: https://www.orr.gov.uk

1.6.8 **Rail Safety & Standards Board**

Address: 25 Fenchurch Avenue
London EC3M 5AD
Website: http://www.rssb.co.uk/

1.7 Cooperation Between European Infrastructure Managers and Access Beneficiaries

1.7.1 Rail freight corridors

Regulation (EU) No. 913/2010 was revoked in the UK on 31 December 2020 by The Railways (Miscellaneous Amendments, Revocations and Transitional Provisions) (EU Exit) Regulations 2020.

The CVL Network does not include or form part of any rail freight corridor. Network Rail is currently a member of Rail Net Europe.

1.7.2 Rail Net Europe

RailNetEurope (RNE), is an umbrella organisation of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs). RNE facilitates international railway business by developing harmonised international business processes in the form of templates, handbooks, and guidelines, as well as IT tools.

AIW (CVL IM) is not a member of RNE. You can find more information about RNE on the RNE website here.

- OSS experts drawn from sales and timetabling merge their expertise in these fields to serve customers together with the OSS contact points.
- IT tools that further assist Applicants by giving price estimates for rail infrastructure use, by coordinating international train path ordering and supply processes, and by tracking & tracing international trains in real time.

The list of OSS contact persons and further information is available on the RNE website here.

2. Infrastructure

2.1 Introduction

This section 2 contains a description of the functional and technical characteristics of the CVL Network. It is formulated for the purpose of meeting the information needs of existing and new Railway Undertakings in connection with their planning of railway traffic. References and links to supporting documentation are provided as applicable within this section.

The CVL Network is a mainline surface rail system that connects to the Network Rail Network at two separate connection points (one to the north of Cardiff Central Station and the other to the north of Ninian Park Station) and runs into the Cardiff Valleys via radial lines to Rhymney, Coryton, Merthyr Tydfil, Aberdare and Treherbert, and to Cardiff Bay. The CVL Network is currently being equipped with discontinuous 25 kV Overhead Line Electrification which is only able to be used by multi-mode rolling stock with specific characteristics and equipped with additional functionality to manage power changeover. This work is expected to be completed during 2026.

The CVL IM is responsible for the operation, maintenance, renewal, and replacement of the railway infrastructure on the CVL Network in accordance with its network licence conditions, for the control and the safety of all train traffic as well as for participating in the development of the infrastructure.

The CVL IM is responsible for maintenance-related activities on the CVL Network, including but not limited to:

- bridges and viaducts.
- tunnels.
- earthworks.
- stations.
- buildings and structures.
- power supply equipment.
- Electrification Systems (OLE 25kV).
- level crossings.
- signalling systems.
- track.

- off-track (including drainage and vegetation); and
- lineside communications.

Maintenance work is planned on a continuous basis with a twelve-month cycle of confirmed activity.

2.1.1 Further information

Detailed information and data about the infrastructure is contained in the Sectional Appendix, which is described in Section 2.3.

The Sectional Appendix contains detailed data about the infrastructure of the main rail network, comprising running lines (but not necessarily sidings) on a line of route basis, usually in diagrammatic or tabular form. There are several references to tables within the Sectional Appendix as sources of detailed information in the following section.

Network Rail holds and maintains the register of UK Railways (see section 3.4.1.1.).

2.2 Extent of CVL Network

2.2.1 Limits

This CVL Network Statement covers the whole of the CVL Network.

The CVL Network has a main hub at Cardiff Queen Street and runs to:

- Cardiff Central Station (see paragraph 3.2.2 for boundaries).
- Cardiff Bay.
- Treherbert.
- Aberdare.
- Merthyr Tydfil;
- Coryton.
- Rhymney.
- Cwmbargoed (freight only – temporarily out of use); and
- Hirwaun (freight only – temporarily out of use).

Please refer to Appendix A for a route map of the CVL Network.

The CVL Network is interdependent and operated as a single network integrated with the Network Rail Network. This includes all timetabling activities on the CVL Network.

2.2.2 Connected rail networks

The CVL Network connects to other railway networks at the following locations:

Location	Infrastructure Manager
Intersection Bridge (Cardiff Central North Junction)	Network Rail
Ninian Park Station (north of Ninian Park Station)	Network Rail
Rhymney LMD	TfW Rail Ltd
Taff's Well depot	Depot for maintenance of type 398 Vehicles.

2.3 Network description

The configuration and physical attributes of the CVL Network are described in the Western Section of the National Electronic Sectional Appendix here. It is issued and managed by Network Rail and is available (in whole or in part) to those Railway Undertakings accessing the CVL Network.

Where Railway Undertakings are unable to access the National Electronic Sectional Appendix, request for information can be made to the CVL IM (please refer to the CVL IM's contact details at section 1.6.1 above).

2.3.1 Track typologies

The CVL Network contains a mixture of single and double track totalling 215.3km. This includes 21.4km of freight-only track (with 6km currently temporarily out of use).

There is double track from Cardiff Central (on the Network Rail Network) to Cardiff Queen Street which reduces to single track with passing loops as the route extends to the heads of each valley.

The definitive source of reference material for the detail of track topology on the CVL Network is Table A of the Sectional Appendix here.

Please refer to section 2.3 for further information on the Sectional Appendix.

2.3.2 Track Gauges

The CVL Network operates to a nominal standard track gauge of 1435mm, which is the same as the Network Rail Network.

2.3.3 Stations and nodes

There are currently 57 stations served by the CVL Network (a list of which is contained in Appendix B to this CVL Network Statement).

These stations are leased by the CVL IM to TfWRL (the facility owner of the CVL Stations). Contact details for TfWRL are contained in section 1.6.2 of this CVL Network Statement.

Key nodal points are at Cardiff Queen Street North Junction, Heath Junction, Pontypridd Junction and Abercynon Junction. Radyr Junction is served via both Cardiff Queen Street and Cardiff Central stations.

Distances between stations and principal nodes can be derived from the Sectional Appendix, which also contains the maximum weight and length of train that can be accommodated on the CVL Network. Please refer to section 2.3 for further information on the Sectional Appendix.

Further detail on stations is provided in section 7.3 of this CVL Network Statement.

2.3.4 Loading Gauge

The physical dimensions of a railway vehicle and its load can be defined as conforming to one of a series of height and width profiles or standard freight gauges. These gauges can be applied to a given route for the purpose of ensuring that a railway vehicle will not come into contact with lineside or overline structure such as station platforms, canopies, overhead power supplies, overbridges, or tunnels.

The loading gauge on the CVL Network is typically W6a. However, passenger rail vehicles must be individually assessed as described in section 3.4.1 of this CVL Network Statement before being accepted for use on the CVL Network.

Parts of the CVL Network do not meet the requirements of GE/RT8073 and some vehicles are therefore restricted. Details of any restrictions can be found in the Sectional Appendix here.

2.3.5 Weight limits

The route availability restrictions described in this section 2.3.5 apply to freight and locomotive hauled rolling stock.

The maximum axle load on the CVL Rail Network is 25.4 tonnes. Axle weight limits and equivalent distributed vehicle loadings are classified into route availability (RA) values between 1 and 10, as shown below.

Route availability	Axle load
RA3	≤16.5 tonne
RA5	≤19.0 tonne
RA6	≤20.3 tonne
RA8	≤22.8 tonne
RA9	≤24.1 tonne
RA10	≤25.4 tonne
EU average	≈22.5 tonne

Route availability on the CVL Network is typically RA6 although some parts of the CVL Network are restricted. Other parts of the CVL Network are RA8. Bridge Capability on CVL Network is calculated in accordance with GE/RT8006. Full details including specific site restrictions can be found in the Sectional Appendix here.

Dispensation may be given for up to RA10 operation on certain sections of CVL route. Enquiries for dispensation should be made to: cvltrackaccess@amey.co.uk
Please refer to section 2.3 for further information on the Sectional Appendix.
The table below shows the permitted axle loads for two axle and four axle vehicles on the CVL Network.

Examples of load conditions within standard gauges	Route availability (RA)
Two-axle vehicle =-Gross Laden Weight (tonnes)	
Up to 27.9t	1
Over 27.9t and up to 30.4t	2
Over 30.4t and up to 33.0t	3
Over 33.0t and up to 35.5t	4
Over 35.5t and up to 38.1t	5
Over 38.1t and up to 40.6t	6
Over 40.6t and up to 43.1t	7
Over 43.1t and up to 45.7t	8
Over 45.7t and up to 48.2t	9
Over 48.2t and up to 50.8t	10
Four-axle vehicle (2 x two-axle bogies) - Gross Laden Weight (tonnes)	
Up to 66.0t	3
Over 66.0t and up to 71.1t	4
Over 71.1t and up to 76.2t	5
Over 76.2t and up to 81.2t	6
Over 81.2t and up to 86.3t	7
Over 86.3t and up to 91.4t	8
Over 91.4t and up to 96.5t	9
Over 96.5t and up to 101.6t	10

2.3.6 Line gradients

The maximum line gradient on the CVL Network is 1 in 34. There are twelve locations with gradients greater than or equal to 1 in 100. Specific details can be obtained from the CVL IM when linked to an enquiry for access.

2.3.7 Maximum Line Speed

The maximum permissible speed on the CVL Network is 75mph (120km/h) although much of the CVL Network has a maximum speed of 55mph (88km/h) or lower. Full details are set out in the Sectional Appendix here.

Please refer to section 2.3 for further information on the Sectional Appendix.

2.3.8 Maximum Train Lengths

The maximum length at which a train may operate is usually determined by infrastructure parameters such as length of signalling section, length of loops or sidings needed to allow trains to pass. Permitted passenger train length are published in the Timetable Planning Rules – see section 4.5.4

Please refer to the Sectional Appendix here for details of the lengths of sidings. Please refer to section 2.3 for further information on the Sectional Appendix.

2.3.9 Power supply

Electrification of the CVL Network with OLE at 25Kv is ongoing to allow the introduction of new electric passenger rolling stock from 2025. The OLE will be discontinuous and will only be able to be traversed by multi-mode rolling stock. Rolling stock utilising the CVL OLE must be fitted with APCO beacon interface equipment and must have an alternate power mode for where live OLE is not present. (see also 5.3.3.2)

See section 2.6 for information on infrastructure development.

Diesel hauled freight trains operate on the CVL Network. Passenger Services can be operated by diesel multiple units or diesel hauled passenger coaches.

2.3.10 Signalling systems

The CVL Network has two Signalling Control Centres with all signalling transferring to the CVL Integrated Control Centre by the end of 2027:

- CVL Integrated Control Centre (CVLICC) Taff's Well
- Wales Route Operating Centre, Cardiff (the WROC).

The majority of the CVL Network is fixed block with modern LED colour light signalling and extensive fitment of axle counters.

2.3.11 Traffic control systems

Trains on the CVL Network are regulated in accordance with the regulation policies agreed in accordance with the CVL Network Code. Traffic is regulated for the management of real time performance.

There is a mixture of manual and automatic route setting on the CVL Network. Dynamic Route Setting Software is used in the CVL ICC to help with conflict resolution.

Refer to section 2.3.10 for detail of control centres.

Line of Sight operation is being commissioned on the Cardiff Bay Line (planned 2026), which includes the use of Light Rail Signalling system.

2.3.12 Communications systems

GSM-R is installed throughout the CVL Network and is used for secure communication between drivers and signallers. It allows direct contact between signaller and individual driver and provides the medium for creating emergency calls and other broadcasts to all trains in pre-defined areas to alert them to incidents or operational circumstances that affect them. Drivers may also create emergency calls if there is an emergency which threatens the safety of rail services.

It is mandatory that all vehicles using the CVL Network are able to communicate using the GSM-R system.

The GSM-R system on the CVL Network is owned, maintained and operated by Network Rail and provided as a service to the CVL IM.

2.3.13 Train control systems

Automatic Warning System (AWS)

AWS is a mandatory system fitted in driving cabs on locomotives, Driving Van Trailers (DVTs), multiple-units and on-track machines. It provides a visual and audible reminder to the driver of:

- a "warning" or "clear" signal indication; or
- certain specific permanent or temporary speed restrictions.

Failure of the driver to acknowledge AWS warning indications will automatically apply the train brakes.

Train Protection Warning System (TPWS)

TPWS is a mandatory automatic system fitted in every driving cab on locomotives, DVTs, multiple-units and on-track machines, which is designed to:

- initiate a brake application should the train pass selected signals at danger or approach selected signals at danger too fast.
- initiate a brake application should the train approach buffer stops too fast; and
- initiate a brake application where a train approaches certain permanent speed restrictions too fast.

2.4 Traffic restrictions

2.4.1 Specialised Infrastructure

No section of the CVL Network has been designated for use as specialised infrastructure under regulation 25 of the Rail Regulations.

2.4.2 Environmental restrictions

The operation of trains on the CVL Network is subject to the requirements of UK environmental and related law, including statutory nuisance such as noise and fumes. The discharge of waste from train toilets is prohibited on the CVL Network. Railway Undertakings are required to provide the CVL IM with a copy of their current environmental policy and this must have due regard to the CVL IM's own environmental policy (available on request) and adopting good industry practice in relation to energy efficiency.

Further information relating to environmental restrictions on the CVL Network can be found in Part E of the CVL Network Code.

The CVL IM's vegetation management policy is in line with the standards issued by Network Rail in respect of vegetation management.

2.4.3 Dangerous Goods

There are currently no specific lines or sections on the CVL infrastructure where dangerous goods are not permitted. For further information, please refer to section 3.4.4 of this CVL Network Statement.

2.4.4 Tunnel restrictions

There are only two tunnels on the CVL Network, Caerphilly and Bargoed, the latter of which is owned by Caerphilly County Council. There are no specific restrictions applicable to either of these tunnels.

2.4.5 Bridge restrictions

Table D of the Sectional Appendix here provides detail of general route restrictions and the Sectional Appendix also shows details of permanent speed restriction on the CVL Network

There are no additional specified bridge restrictions on the CVL Network.

2.4.6 Restrictions due to natural elements

Restrictions are imposed from time to time to manage the risk associated with adverse or extreme weather. These restrictions may consist of speed restrictions, train service reductions, or complete suspension or curtailment of services.

The CVL IM has adopted the defined procedures issued by Network Rail (so that the relevant principles and rules apply to govern the CVL Network) to deal with these issues which, broadly speaking, fall into two categories, direct impact of weather or seasonal factors

- high wind speeds or gusting in excess of 50 mph, including the impact upon overhead line equipment:
- precipitation (rain or snow), including the impact of flooding, flash floods, embankment saturation and snow drifts.
- convective rainfall.
- extremes of temperature, including high rail temperatures, icing on overhead line equipment, icicles; and
- indirect impact of weather or seasonal factors, e.g. poor railhead adhesion caused by leaf fall contamination.

2.5 Availability of the Infrastructure

The CVL Network is currently closed on 25 December each year. Railway Undertakings may apply in the normal way to operate trains on this date and the CVL IM may accommodate such a request.

Infrastructure availability is affected by the restrictions required for the purpose of maintenance, renewal and enhancement works, whether of a planned or reactive nature. These are set out in the CVL Engineering Access Statement, published as part of the Network Rail Engineering Access statement, which can be found here under Operational Rules EAS/TPR.

The CVL Engineering Access Statement describes the rules regulating the arrangements for engineering access to the CVL Network.

It sets out the location, number, dating and duration of possession access (restrictions of use) the CVL IM requires to deliver inspection, maintenance, renewal, and enhancement work activities, whether of a planned or reactive nature, to the CVL Network.

The CVL IM will ensure that Railway Undertakings operating services on the CVL Network are given up to date information regarding hazards on the CVL Network.

For further information on the availability of the CVL Network, please refer to section 4 of this CVL Network Statement.

2.6 Infrastructure Development

The ongoing programme of TfW sponsored work identified to transform the CVL Network continues, improving capacity and running times on the Core Valley Lines. The programme is planned to be complete by the end of 2026 and includes the following key elements:

- electrification of significant sections of the CVL Network is ongoing with energisations planned for completion during 2026.
- recontrol of Valley workstation in Wales ROC (to the CVL ICC at Taff's Well), planned to take place during 2027).
- line-speed improvements with enabling works including additional double track sections / increased length passing loops – continued introduction through to November 2025.
- The introduction of Beacons to communicate with new rolling stock
- The Electrification of Cardiff Bay Line and the introduction of Class 398 Units, with Line of Sight Running on this line.

Additional detail of the Transformation Works can be found the TfW Website: here.

3. Access conditions

3.1 Introduction

Section 3 of this CVL Network Statement describes the terms and conditions related to access to the CVL Network.

3.2 General access requirements

Access to the CVL Network is principally governed by the Railways Act and the Rail Regulations. This regime also covers networks in Great Britain other than the CVL Network, to the extent that such networks have not been exempted.

Under the Railways Act, anyone seeking access to the CVL Network in order to operate trains will require a Track Access Agreement with the CVL IM (as Infrastructure Manager) pursuant to which the CVL IM grants permission to use the CVL Network. In the majority of cases, to apply for a Train Path on the CVL Network an Applicant must have entered into a Track Access Agreement. Potential access beneficiaries can take part in the train planning process provided they have confirmed in writing that it will be willing to be a signatory to the CVL Network Code part D. Please refer to section 3.3 for further information. Requests for access to the CVL Network should be made to CVLTrackAccess@amey.co.uk

Stations and light maintenance depots are treated as separate facilities. If a Railway Undertaking requires access to a station or light maintenance depot, it will need to enter into either an access contract with the facility owner (where the facility is regulated under the Railways Act) or a usage agreement with the relevant owner (where the facility has been exempted from the relevant provisions of the Railways Act).

TfWRL is the facility owner for each of the CVL Stations. There is a maintenance facility at Taff's Well dedicated to the Maintenance of Class 398 Units. Please refer to section 7.3.6 of this CVL Network Statement for further information on the maintenance facilities which are not on the CVL Network.

Under the Railways Act, Applicants may only enter into a contract with a facility owner for permission to use that owner's railway facility with ORR's approval. If these contracts (and amendments to them) are not approved by ORR where that is required by law, they are invalid.

Where the parties have not been able to agree on the terms of a new contract, or a subsequent amendment to an existing contract where the Applicant is seeking increased use of access to the CVL Network, the Applicant may ask

ORR to issue directions requiring the facility owner to enter into or amend the access contract as determined by ORR.

The CVL IM will guide Railway Undertakings seeking access to the CVL Network through the track access application process. Please see the contact details for the CVL IM set out in section 1.6.1 of this CVL Network Statement.

ORR has also developed a number of access guidance documents to assist prospective Railway Undertakings, which can be found here.

3.2.1 Conditions for applying for capacity on the CVL Network

The timetabling process (as governed by Part D of the CVL Network Code) is open to anyone who is party to the CVL Network Code by virtue of having a Track Access Agreement with the CVL IM, or anyone who in good faith proposes to enter into one and has agreed to be bound by the relevant provisions of the CVL Network Code and the CVL Access Dispute Resolution Rules. Such a person does not need to satisfy the requirements referred to in section 3.2.2 of this CVL Network Statement in order to take part in the timetabling process, although those requirements will need to be satisfied prior to the actual use of the Train Paths.

Railways Undertakings normally participate directly in the timetabling process. However, a Railway Undertaking (or potential Railway Undertaking or holder of access rights) may engage a third party (such as another Railway Undertaking or independent consultancy) to make requests for Train Paths.

Under the Rail Regulations an Applicant who has entered into a Track Access Agreement with the CVL IM, which specifies the characteristics of the access granted or specific infrastructure capacity in the form of a Train Path, cannot trade that capacity with another Applicant or transfer it to another undertaking or service.

Any person who trades capacity contrary to the provisions stated above, shall not be entitled to apply for capacity for the period of the Working Timetable to which the allocation transferred relates.

3.2.2 Conditions for access to the Railway Infrastructure

There are a number of conditions which must be satisfied by any Applicant before it can use a Train Path. These conditions require the Applicant to:

- (i) hold a valid licence to be the operator of trains granted under section 8 of the Railways Act or a valid exemption granted by ORR, or

(ii) a Railway Undertaking licence[1] and SNRP granted by ORR under the Rail (Licensing) Regulations

- hold a valid and current safety certificate granted under the ROGS Regulations (see section 3.2.4).
- If intending to manage and operate a station, they are required to hold a safety authorisation as set out in Reg 3(2) (Mainline) or 4(2) (Non-Mainline) of ROGS.
- Hold a CVL Track Access Agreement for the infrastructure the applicant intends to use, and such other agreement as specified in the relevant TAC.
- become a signatory to the Claims Allocation and Handling Agreement and to the CVL Access Dispute Resolution Rules which are incorporated into a Track Access Agreement by way of the CVL Network Code.
- become a signatory to a Station Access Agreement for the stations it intends to use, and such other agreements as may be specified in the relevant Track Access Agreement; and
- have appropriate insurance (see section 3.2.5) – this may also form part of the conditions to obtain the licence referred to above.

For the relevant Track Access Agreement to be valid, ORR must have directed the CVL IM to enter into it.

Before concluding a new Track Access Agreement or extending or substantially increasing the framework capacity of an existing Track Access Agreement, the CVL IM SoAR Panel shall take into account the following:

- securing optimum use of available infrastructure capacity on the CVL Network, including the use of other networks, taking account of planned capacity restrictions.
- the legitimate commercial needs of the Applicant where the Applicant has demonstrated that it has the actual intention and ability to use the capacity requested in the Track Access Agreement.
- the needs of passengers, the freight sector, and investors, including state entities and other public and private entities.

[1] European licences were renamed Railway Undertaking licences in the amended Rail (Licensing) Regulations following the EU-exit

- ensuring non-discriminatory access to the CVL Network and taking into account the availability of the related facilities and services supplied in these facilities as far as this information is made available to the CVL IM.
- the CVL IM's funding and the future development of the CVL Network.
- promoting efficiency in the operation of the CVL Network and as far as possible related facilities, including planned maintenance, enhancement and renewals.
- that freight services, particularly International Freight services are given adequate consideration in line with the Rail Regulations.
- ensuring proportionate, targeted, transparent, fair, and sufficiently resourced management of the CVL Network.
- previous failure, if any, to use framework capacity and the reasons for that failure as set out in the Rail Regulations.
- the priority criteria applying to the path allocation in the timetabling procedure, as referred to in regulation 26 of the Rail Regulations and declarations of congested infrastructure; and
- if applicable, the need to ensure the long-term financial performance of public transport provided under a public service contract.

Applicants who require access to and egress from the CVL Network by means of other networks (in particular the Network Rail Network) are advised to also check the requirements of the relevant Infrastructure Managers of such networks. If a Railway Undertaking seeking access to the CVL Network has an existing track access agreement with Network Rail, an amendment will be required to such existing track access agreement with Network Rail in order to reflect the operation of the performance regime being administered by Network Rail on the CVL IM's behalf, as described in section 5.7 below.

3.2.3 **Licences**

The Railways Act makes it an offence to act as the operator of a train in Great Britain without holding a licence or a licence exemption granted under the Railways Act. Licence applications made will need to be in line with the requirements detailed in the amended Rail (Licensing) Regulations.

ORR is the body responsible for issuing licences under the Railways Act and Rail (licensing) Regulations, to operate train services in Great Britain. Railway Undertaking Licence holders must also hold an SNRP. Applications for

licences, exemptions or SNRP's should be made to ORR (please refer to section 1.6 for contact details). Additional guidance can be found here.

Both passenger and freight licences, and or the associated SNRP, would normally require conditions relating to the following to be satisfied:

- membership of RSSB.
- membership of the Rail Delivery Group.
- joining in the rail industry arrangements for claims allocation and handling.
- having an environmental policy with related operational objectives and management arrangements.
- ticketing obligations (passenger licences only); and
- insurance-related obligations (see section 3.2.5).

3.2.4 **Safety certificate**

Anyone seeking to operate a train on the CVL Network will be required to establish and maintain an appropriate safety management system and hold a safety certificate meeting the requirements of the ROGS Regulations.

A mainline transport undertaking must apply for certificates in the following two parts:

- Part A confirms acceptance of the Railway Undertaking's safety management system; and
- Part B relates to a specific transport system and confirms acceptance of the provisions adopted by the Railway Undertaking to meet specific requirements necessary for the safe operation of the relevant network.

Applications for a safety certificate under the ROGS Regulations should be made to ORR (please refer to section 1.6 for contact details) and copied to affected parties (including the CVL IM).

Further information, including guidance documentation and details on how to make an application can be found on the ORR's website here.

Safety requirements for Rolling stock and associated staff competence are dealt with in section 3.4.1 and section 3.4.2 respectively.

3.2.5 Insurance

A train operator's licence, or SNRP, will contain requirements for insurance against third party liabilities. The current default minimum of indemnity insurance is set at £155 million cover per incident as required by ORR's general approval for third party liability insurance arrangements. However, a variation to this general approval may be agreed where appropriate on application to ORR. This general approval can be downloaded from the ORR,s website here.

3.3 Contractual Arrangements

There are a range of documents setting out general commercial conditions and rules in respect of the CVL Network. Key documents are described below.

3.3.1 Framework Agreement

A "framework agreement" (as defined in the Rail Regulations) specifies the characteristics of infrastructure capacity allocated to an Applicant over a period of time exceeding the duration of a single timetable period. It provides for the minimum access package (see section 5.3). It does not specify Train Paths in detail but provides an assurance that suitable capacity should be available to meet the commercial needs of the Applicant, as envisaged at the time of entering into the agreement.

For the CVL Network, the function of framework agreements is fulfilled by the Track Access Agreements here made between the Applicant and the CVL IM. Track Access Agreements incorporate the CVL Network Code.

Before concluding a new framework agreement or extending or increasing the framework capacity of an existing framework agreement, the CVL IM shall take into account the following:

(a) securing optimum use of available infrastructure capacity, including the use of other networks, taking account of planned capacity restrictions.

(b) the legitimate commercial needs of the Applicant where the Applicant has demonstrated that it has the actual intention and ability to use the capacity requested in the framework agreement.

(c) the needs of passengers, the freight sector, and investors, including State entities and other public and private entities.

(d) ensuring non-discriminatory access to infrastructure and taking into account the availability of the related facilities and services supplied in these facilities as far as this information is made available to the infrastructure manager.

(e) the funding of the infrastructure manager and the future development of the network.

(f) promoting efficiency in the operation of infrastructure and as far as possible related facilities, including planned maintenance, enhancement and renewals.

(g) ensuring proportionate, targeted, transparent, fair, and sufficiently resourced management of the network.

(h) previous failure, if any, to use framework capacity and the reasons for that failure.

(j) the priority criteria applying to the path allocation in the timetabling procedure, as referred to in the Rail Regulations and declarations of congested infrastructure.

(k) if applicable, the need to ensure the long-term financial performance of public transport provided under a public service contract.

Where an Applicant wishes to enter into a Track Access Agreement regarding the CVL Network it should contact the CVL IM at the earliest opportunity to discuss its requirements. There is no requirement to submit any form of application prior to contacting the CVL IM.

3.3.2 Contracts with Railway Undertakings

Railway Undertakings seeking access to the CVL Network must enter into a Track Access Agreement with the CVL IM to cover the full scope of the intended operations before those operations may begin. Railway Undertakings seeking access to stations or light maintenance depots that they do not operate themselves, will need to enter into separate access agreements with the relevant facility owner (in the case of a facility regulated under the Railways Act), or usage agreements where the facility is exempted from certain provisions of the Railways Act.

If a Railway Undertaking seeking access to the CVL Network has an existing track access agreement with Network Rail, an amendment will be required to such existing track access agreement with Network Rail in order to reflect the operation of the performance regime being administered by Network Rail on the CVL IM's behalf, as detailed in section 5.7 below.

As noted above, all regulated access contracts (and any amendments to such access contracts) are subject to approval by ORR. If not approved, the contracts will be legally invalid.

The CVL IM will publish a range of template access contracts on the IM Website here.

3.3.3 Contracts with non-Railway Undertaking Applicants

Where a non-Railway Undertaking applicant seeks access to the CVL Network it is normal in practice for the Applicant to obtain access by way of a third-party Railway Undertaking. The rights would be held by the Railway Undertaking and trains operated on the CVL route on behalf of the Applicant. Therefore, non-Railway Undertaking Applicants seeking access to the CVL Network should contact a Railway Undertaking.

3.3.4 General Terms and Conditions

The terms and conditions that need to be met in order to use the CVL Network are set out in the various contracts, codes and conditions described in sections this Network Statement.

3.4 Specific Access Requirements

3.4.1 Rolling Stock Acceptance

Any entity wishing to introduce a vehicle onto the CVL Network or make changes to the operation or engineering of a vehicle already in use on CVL Network, must consider the effect of this on all other Railway Undertakings and the CVL IM. To aid Railway Undertakings in this process, the CVL IM engages in compatibility consultation processes which provide a structured mechanism for assessing and agreeing any capacity, safety, regulatory and commercial issues that exist between the Railway Undertaking, the CVL IM and other Railway Undertakings.

Consultation is required for:

- the introduction of new rail vehicles.
- the extension of route(s) for existing vehicles.
- substantial alterations to vehicles; and
- addition of vehicles with route clearance to vehicles permitted under a Track Access Agreement.

There are two processes involved:

- A demonstration of compatibility between a rail vehicle and the routes over which the Railway Undertaking wishes it to operate, as per Rail Industry Standard RIS-8270-RST, resulting in a summary statement of compatibility. On CVL this process is managed, and acceptance authorised via AIWAP.

- CVL Vehicle Change (Part F of the CVL Network Code) which deals with the commercial issues associated with the introduction of new vehicles or new routes for existing vehicles.

Railway Undertakings must not put into use any vehicle that requires authorisation in accordance with the Railway(interoperability) Regulations 2011 (as amended), unless they have such authorisation.

Following this, and compliance with the interoperability standards, any new, renewed or upgraded vehicle must be granted a vehicle authorisation by ORR before being introduced onto the UK rail Network. Further information on ORR's authorisation process can be found here.

The running of test trains on CVL Infrastructure is also subject to approval via the AIW Approval Process (AIWAP) as part of the acceptance process.

Further information regarding interoperability, ORR's role as the Safety Authority and the authorisations it grants can be found at: https://orr.gov.uk/rail/health-and-safety/health-and-safety-laws/interoperability and on the Department for Transport's website here.

Approved rolling stock can access the CVL Network subject to the conditions set out in the relevant Track Access Agreement.

Please also refer to section 2.4 of this CVL Network Statement and the Sectional Appendix for details of restrictions on freight and locomotive hauled rolling stock relating to route availability on the CVL Network.

3.4.1.1 Register of Infrastructure

The Railway Interoperability Regulations mandate that the Infrastructure Owner (TfW) must have the ability to make available its infrastructure data, meeting RINF requirements. This Register of Infrastructure is to provide transparency on the characteristics of the network and the information provided may be used for planning purposes in designing new trains, for assisting the assessment of compatibility of trains with routes before the start of operation and for use as a reference database. Access to the Register of Infrastructure requires a user account to be set up at first use. Network Rail hold the register of UK infrastructure.

The register provides a consideration for the design processes for rolling stock sub systems, enabling technical compatibility assessment for fixed systems, monitoring interoperability status of the UK railway network and assessing route compatibility for planned trains.

Data specified by the Register of Infrastructure (Commission Implementing regulation (EU) 2019/777) can be used for planning purposes in designing new trains and developing routes before the start of operation. Each Infrastructure Owner is responsible for making the information as specified by the RINF data specification available within 28 days of a request by an applicant for authorisation under the RIR2011 or an approved body.

For more information about the RINF, please contact:

FAO:	National Registration Entity Network Rail
Address:	The Quadrant MK Elder Gate Milton Keynes MK9 1EN
Tel:	+44 (0) 1908 781 000
Email:	RINF.NRE@networkrail.co.uk

3.4.1.2 National Vehicle Register

The Secretary of State for Transport appointed Network Rail as the registration entity who is responsible for maintaining the National Vehicle Register. When a vehicle is placed into service for the first time, the registration holder is responsible for notifying details of the ECM to the registration entity.

The ROGS Regulations introduced a requirement that no person may place into service or use a vehicle on the mainline railway (such as the CVL Network) unless that vehicle has an ECM assigned to it, and that ECM is registered as such in the National Vehicle Register.

If you have any doubt as to whether a vehicle has an ECM attached to it, please contact the National Registration Entity:

FAO:	NVR Registration Entity Network Rail
Address:	The Quadrant MK Elder Gate Milton Keynes MK9 1EN
Tel:	+44 (0) 1908 781 346
Email:	NVR@networkrail.co.uk

3.4.2 Staff acceptance

Railway Undertakings and Infrastructure Managers are responsible for ensuring that staff that are involved with or affect the movement of trains are competent to perform their duties.

The competence requirements that are set out in standards and other documents, developed and published by the RSSB (for contact details, please refer to section 1.6.7 of this CVL Network Statement) are available on the RSSB website here.

ORR has published guidance on developing and maintaining staff competence which can be found here.

3.4.2.1 Train driving licences

The TDLCR applies to the licensing of train drivers:

The requirement to hold licences and certificates issued in accordance with TDLCR applies to all cross-border and domestic drivers. The application and authorisation process is managed by ORR.

All cross-border train drivers, including those who already have an EU train driving licence, require a UK train driving licence issued by the Office of Rail and Road in order to drive on GB infrastructure. Detail can be found on the ORR's website here.

3.4.3 Exceptional Consignments

Special conditions of travel may need to be applied to certain vehicles or loads due to their size, weight, or other unusual features. These conditions may include:

- speed restrictions;
- marshalling restrictions; and/or
- special instructions for passing trains on adjacent lines.

Any special conditions required are determined on an individual basis by reference to the characteristics of the CVL Network.

3.4.4 Dangerous Goods

"**Dangerous Goods**" means materials and objects of which the carriage is prohibited under the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) or authorised only under certain conditions.

The transport of Dangerous Goods by rail is legislated by the RID and the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009. Both sets of regulations apply to Railway Undertakings operating on the CVL Network.

For details on the process for allocating capacity for the transport of dangerous goods, see section 4.7 and for the relevant services, see sections 5 and 7.

3.4.5 Test Trains and Other Special Trains

Trains used by the CVL IM to test or examine the CVL Infrastructure are currently provided by Network Rail, who also manage the pathing arrangements. Freight haulage of engineering support trains are provided by Network Rail, and other 3rd party suppliers, for which Network Rail also manage the pathing arrangements.

These arrangements are subject to regular review and may be amended at any time. For vehicle change and associated test running, refer to section 3.4.1 above.

4. Capacity allocation

4.1 Introduction

This section 4 defines the procedures for the allocation of capacity.

The CVL IM is responsible for allocation of capacity on the CVL Network. However, the CVL IM and Network Rail have reached a contractual arrangement that, for services on the CVL Network and "cross-border" services which utilise both the CVL Network and the Network Rail Network, Network Rail will in practice fulfil the CVL IM's timetabling responsibilities on behalf of the CVL IM.

Railway Undertakings provide Network Rail (with a copy to be sent to the CVL IM) with details of the trains they wish to run on the CVL Network and Network Rail (on behalf of the CVL IM) co-ordinates these capacity requests into a Working Timetable, which will form part of the document known as the "Working Timetable" published by Network Rail.

Railway Undertakings have specified rights to be allocated capacity on the CVL Network. These are set out in a schedule (usually Schedule 5) to each Track Access Agreement that the Railway Undertaking has with the CVL IM.

Provision is also made by way of the Framework Capacity Statement, published by the CVL IM from time to time, for those who aspire to obtain a Track Access Agreement to have access to capacity information. This is to assist them in obtaining the necessary Track Access Agreement and Train Slots in the timetable. Where a Railway Undertaking also requires access to the Network Rail Network (in addition to the CVL Network) then the specified rights to be allocated capacity on the Network Rail Network should be set out in Schedule 5 to the Railway Undertaking's track access agreement with Network Rail.

Please see section 3.2.1 above for more information on this.

4.2 General Description of the Process

The procedure followed by Network Rail (on behalf of the CVL IM) to allocate capacity on the CVL Network is set out in Part D of the CVL Network Code here.

Where international train slot requests are concerned, RNE has provided for a harmonised timetabling process across Europe. RNE's handbook sets out how Railway Undertakings and other Applicants can request and obtain international train slots. Information is available via the RNE website here.

The reservation of capacity on the CVL Network will be undertaken by the CVL IM through entering into a Track Access Agreement. The capacity rights under a Track Access Agreement are translated into Train Slots in the timetable through the timetabling process. Details of the timetabling process are found in Part D of the CVL Network Code and are described in the remainder of this section 4.

Access to the CVL Network generally requires entry from the Network Rail Network. Where this is the case, Applicants for access must not only seek rights to access the CVL Network but must also seek rights from Network Rail to access the Network Rail Network. Failure to secure access rights from Network Rail in respect of the Network Rail Network may mean that for practical purposes the Railway Undertaking will not be able to access the CVL Network. Those Railway Undertakings operating on the CVL Network but not the Network Rail Network will only need to seek rights to access the CVL Network.

The timescale for access requests for the CVL Network thus mirrors the timetable employed on the Network Rail Network (please see Appendix C).

Network Rail will on behalf of the CVL IM manage the coordination of capacity requests into a Working Timetable. Therefore, when applying to Network Rail for access to the Network Rail Network, Applicants should also include details of any CVL Network only paths in their application.

4.2.1 Schedule for Train Path requests and allocation process

Network Rail, on behalf of the CVL IM, follows the process and timeline for scheduling Train Path requests as specified in Part D of the CVL Network Code.

The annual timetable applicable to the CVL Network will come into force on the second Saturday in December. This is known as the Principal Timetable. To allow Railway Undertakings to fine-tune their services mid-way through the year, an updated timetable is published each May. This is known as the Subsidiary Timetable.

The 2027 Principal Timetable will run from Sunday 13th December 2026 to Saturday 15th May 2027 and the Subsidiary Timetable will run from Sunday 16th May 2027 to Saturday 11th December 2027.

The key dates for the production of the 2027 timetable by Network Rail (on behalf of the CVL IM) are set out in Appendix C.

The New Working Timetable for 2027 will be published on 12th June 2026 and 13th November 2026. Railway Undertakings have the right of appeal if they are dissatisfied with the outcome.

4.2.2 Schedule for Working Timetable

Each year at D-73 before the Principal Change Date, Network Rail (on behalf of the CVL IM) will publish a schedule of dates for timetable production. This is set out in Appendix C of this CVL Network Statement. The CVL Network Code sets out when each step should be completed by D – x. Each new timetable starts at D-0, so D-1 is at 1700 on the Friday one week before the timetable change. The various steps then number back from this point.

Network Rail also produces a more comprehensive document setting out all the dates and stages involved in creating the Principal and Subsidiary Timetables (Appendix C) and the weekly amended timetable process which will also apply to the CVL Network. Further information is available from Network Rail published in their Operational Rules (EAS – TPR) folder on the following link here.

The schedule for producing the Working Timetable for the CVL Network, which is carried out by Network Rail on behalf of the CVL IM, fully aligns to the schedule used by Network Rail for producing the working timetable for the Network Rail Network.

Potential Railway Undertakings are advised to contact Network Rail to obtain further information about the timetabling process for the CVL Network with a copy of their request for information also to be sent to the CVL IM (please refer to the relevant Network Rail and the CVL IM contact details in section 1.6 of this document

Timetable Planning Rules

The CVL Network will not have its own timetabling planning rules. Instead, the Timetable Planning Rules issued by Network Rail will apply to the CVL Network. The Timetable Planning Rules can be accessed on Network Rail's website below under the Operational Rules (EAS – TPR) folder here.

The Timetable Planning Rules set out the building blocks of the timetabling process. They include items such as sectional running times (the time trains take between two points) and headways (the time interval between two trains on the same track).

The Timetable Planning Rules contain two parts:

(i) A national overview and

(ii) A route-specific sections, containing wide-ranging information required to undertake the compilation of the timetable.

The national methodology for the Timetable Planning Rules contains a "plain English" description of the timetable planning process, together with details of the planning schedule and requirements to be met in requests by Railway Undertakings for train slots. It also contains a procedure for the agreement of short-term changes to the Timetable Planning Rules. The CVL Network Code applies to the CVL Network and so any references contained in the national methodology referring to Network Rail should also be taken to read as the Core Valley Lines. The CVL Network Code can be found here.

The route-specific sections contain data such as standard timing points, sectional running times for specific train types, headway, and margin limits to be maintained between trains, station working rules and route capability data. They set out the rules regulating the standard timings between stations and junctions together with other matters enabling trains to be scheduled into the working timetable for the various parts of the Great Britain rail network.

In respect of the CVL Network, Railway Undertakings planning significant new services or significant amendments to their services that are not considered Events must notify Network Rail (on behalf of the CVL IM, with a copy of such notification also to be sent to the CVL IM) at the earliest opportunity and when possible before D-55 (21st November 2025. Network Rail will then work on advanced proposals from D-55 (21st November 2025) to D-40 (6th March 2026). The latest schedule of dates for the timetabling process can be found in Appendix C to this CVL Network Statement. Railway Undertakings wishing to amend their services should send Network Rail (on behalf of the CVL IM, with a copy of such request also to be sent to the CVL IM) an Access Proposal. Access Proposals received by the Priority Date at D-40 (6th March 2026) have a higher priority than those received after the Priority Date.

If Railway Undertakings wish to run new services they should state if they have unused access rights they wish to exercise, or if they intend to obtain new access rights. Services that are unchanged by an Access Proposal will continue in the timetable as a Rolled Over Access Proposal.

Once Network Rail (on behalf of the CVL IM) has all the Access Proposals and all the Rolled Over Access Proposals they will coordinate all the Train Slots within the timetable on behalf of the CVL IM, so that each train is compliant with the Timetable Planning Rules. This takes place between D-40 (6th March 2026) and D-26 (12th June 2026). The New Working Timetable is published at D-26. If Network Rail is unable to find compliant slots for all Access Proposals and Rolled Over Access Proposals they will allocate Train Slots (on behalf of CVL IM) in the priority order as set out in Condition D4.2.2 of the CVL Network Code here.

If Network Rail has to make a decision on how to timetable train slots with the same level of priority they will do so using the decision criteria set out in Condition D4.6 of the CVL Network Code h.ere

The decision criteria allow a range of factors to be taken into account when determining priorities in relation to the use of train slots. Those factors may include previous levels of utilisation of capacity as referred to in regulation 29(3) of the Rail Regulations.

4.2.3 Risk assessment and briefing of timetable change

References to the Timetable Change Risk Assessment Group and the Timetable Change Assurance Group in this section 4.2.3 are to the groups with these names set up by Network Rail to manage the review and assessment of timetabling changes on the Network Rail Network, which (under the arrangements agreed between the CVL IM and Network Rail) will also manage the review and assessment of timetabling changes on the CVL Network on behalf of the CVL IM.

As part of the timetabling process carried out by Network Rail (on behalf of the CVL IM), Network Rail carries out a detailed review and assessment of forthcoming changes to the timetable introduced in December and May each year. It also considers the effects of past changes including feedback on actions and looks ahead to the implications of change aspirations proposed to take place beyond the next timetable.

The Timetable Change Risk Assessment Group chair reviews all timetable changes for their significance and determines the appropriate level of assessment to be carried out based on local knowledge and information.

The Timetable Change Assurance Group carries out a high-level assurance check to monitor the activities of the Timetable Change Risk Assessment Groups and also reviews aspirations for change beyond the next timetable.

The Timetable Change Risk Assessment Group may also be required to assess major engineering works (e.g. blockades) and key business change activities in advance of any prescribed timetable being available. In this case, the Timetable Change Risk Assessment Group may be held a significant period before such a change may take place and may use service specifications forecasts to allow the assessment to be undertaken. This may include service specifications developed by an Event Steering Group.

Timetable Change Risk Assessment Group chairpersons shall review the Calendar of Events and the associated list of Event Steering Groups which detail where timetables are or may be changing.

4.3 Reserving Capacity for Temporary Capacity Restrictions

4.3.1 General Principles

Please refer to section 4.2 for details of the capacity allocation process, the coordination procedure that applies and place of publication.:

The CVL Engineering Access Statement is settled each year through a consultation process set out in Part D of the CVL Network Code (which is available on the IM Website here).

The CVL Engineering Access Statement and the Timetable Planning Rules form the CVL IM's firm rights for running engineering trains and allocating capacity for the purposes of undertaking engineering activities. Please refer to Conditions D3.4 and D3.5 of the CVL Network Code which set out the process for the CVL IM to undertake unplanned maintenance activities. Operators of train-borne maintenance and inspection services on the CVL Network will need to enter into a Track Access Agreement with the CVL IM, which will not be regulated by ORR.

4.3.2 Deadlines and information provided to applicants

Detail of requirements for the receipt of information including Priority submission dates and response times are contained in the December 2026 and May 2027 Timetable development dates issued by Network Rail. (see Appendix C).

The CVL Engineering Access Statement is contained within the Network Rail EAS Publication and sets out the rules regulating the arrangements for access to the CVL network, when affected by inspection, maintenance, renewal, and other works.

The Engineering Access Statement consists of two parts. The first part is a short National Overview, which sets out the planning rules, for the primary benefit of those who require engineering (as opposed to train) access to the network. The second part contains route-specific information and provides details of planned surrender of use of the network due to maintenance, renewal, and enhancement work. The contents can be summarised as follows:

• Section 1 - Introduction to the document and processes within.

• Section 2 - Glossary of terms, helping users to understand terminology and acronyms used.

• Section 3 - Guidelines for Granting Possessions, sets out what information is required when requesting a possession, how to request late notice possessions and dates for submissions.

• Section 4 - Standard Possession Opportunities, set out, for the benefit of those requiring access to the line for inspection, maintenance and renewal, those times when there are no trains planned to run in the working timetable or when the working timetable supports trains running over a reduced number of lines, and when, therefore, access is usually available.

• Section 5 - Strategic Maintenance, sets out details of engineering activity which is planned on a cyclical basis (activities that are repeated at planned regular intervals) and may require some changes to trains contained in the working timetable.

• Section 6 - describes the introduction of the Access Impact process to be followed to enable agreement between Network Rail and Timetable Participants for delivering Capacity Study requests relating to the Engineering Access Statement.

• Section 7 - Register of Disruptive Possessions, sets out details of the temporary closure of parts of the network required to deliver maintenance, renewals and project works which will impact on trains contained in the working timetable. Details include dates, times, locations, lines affected in respect of possessions, temporary speed restrictions, temporary methods of working and any other restrictions of use.

The CVL Engineering Access Statement is published on the Network Rail website as part of the 'Operational Rules' here.

The CVL Engineering Access Statement and the Timetable Planning Rules form the CVL IM's firm rights for running engineering trains and allocating capacity for the purposes of undertaking engineering activities. Please refer to Conditions D3.4 and D3.5 of the CVL Network Code which set out the process for the CVL IM to undertake unplanned maintenance activities.

4.4 Impact of Framework Agreements

A Track Access Agreement (which is a framework agreement) is an agreement between the CVL IM and a Railway Undertaking which specifies the rights to which the Railway Undertaking is entitled for a period normally in excess of one year. Access rights can be firm rights or contingent rights.

The Working Timetable must be consistent with the firm rights of the Railway Undertaking, provided that they have been exercised at or before the relevant Priority Date. Network Rail (on behalf of the CVL IM) must also attempt to

accommodate all Access Proposals supported by contingent rights, but firm rights always take priority. If it is not possible to accommodate all Access Proposals, then Network Rail (on behalf of the CVL IM) will allocate Train Slots in the order set out in Condition D4.2.2 of the CVL Network Code.

4.4.1 Framework Capacity Statement

Potential Applicants need transparency concerning the allocated framework capacity and the remaining indicative capacity on a line., a Framework Capacity Statement is published on the IM Website here (under Framework Capacity Statement), which indicates the cumulative effect of capacity allocated through Track Access Agreements on various parts of the CVL Network.

The requirements concerning the proportion of framework capacity that shall be used by the parties to Track Access Agreements are outlined in Part J of the CVL Network Code. Please refer to section 4.8.3 of this CVL Network Statement for further details.

4.5 Path Allocation Process

4.5.1 Annual Timetable Path Requests

Please refer to section 4.2.1.

4.5.2 Late Annual Timetable Path requests

The processes by which access proposals received between D-40 and D-26, and variations requested after D-26 are described in section D3 of the CVL Network Code. Where Railway Undertakings wish to obtain additional Train Paths or modify any of their existing Train Paths, Network Rail (on behalf of the CVL IM) will endeavour to process such requests in line with the process used for Train Operator Variations as set out in Condition D3 of the CVL Network Code.

In accordance with the CVL IM's obligations under the Rail Regulations, the procedures the CVL IM has in place (which are managed by Network Rail on the CVL IM's behalf) for dealing with requests for capacity allocation (including ad-hoc requests) are designed to ensure that Network Rail (on behalf of the CVL IM) treats all such requests from current and potential Railway Undertakings in a fair and non-discriminatory way.

4.5.3 Ad-Hoc Path Requests

After the new Working Timetable is published (D-26) Railway Undertakings may wish to obtain additional train paths or amend any of their train paths

already included. These changes are called Timetable Variations and the process for dealing with them is set out in Condition D3 of the CVL Network Code. Railway Undertakings can make ad hoc requests for capacity using these arrangements to meet variations in traffic. In line with the CVL IM's obligations under the Rail Regulations and the CVL IM's network licence, the CVL IM's procedures for dealing with requests for capacity allocation (including ad hoc requests), which are dealt with by Network Rail on behalf of the CVL IM, are designed so that Network Rail (on behalf of the CVL IM) treats all current and potential Railway Undertakings (including freight operators and the operators of international services) in a fair and non-discriminatory way.

Where a Railway Undertaking operating open access or franchised passenger services is seeking an additional Train Path additional firm and/or contingent rights in excess of the capacity it has reserved in its Track Access Agreement, unless the such Railway Undertaking has rights to additional (or relief) train slots for special events in its Track Access Agreement, a supplemental agreement would be required to grant the additional rights. The CVL IM and the Railway Undertaking would need to obtain the approval of ORR to any supplemental agreement. A Railway Undertaking operating freight or charter services has the right pursuant to its Track Access Agreement to bid to use spare capacity on the CVL Network without being required to enter into a supplemental agreement with the CVL IM (unless such Railway Undertaking is seeking firm rights, in which case a supplemental agreement with the CVL IM would be required). The CVL IM and the relevant Railway Undertaking would need to obtain the approval of ORR to any supplemental agreement.

Changes for engineering work under Condition D3 of the CVL Network Code are planned on a weekly basis with the objective of having a confirmed timetable 12 weeks in advance of their operation which can then be used, with confidence, by Railway Undertakings and for their passengers to plan their journeys.

However, the CVL IM may on occasion have to undertake short notice possessions. These are dealt with under Condition D3 of the CVL Network Code. Refer also to paragraph 4.3.

4.5.4 **Coordination process**

The coordination process regarding requests for infrastructure capacity referred to in Regulation 23 of the Rail Regulations is set out in Part D of the CVL Network Code. The CVL IM will liaise with all Railway Undertakings in respect of events that require inclusion in Network Rail's Calendar of Events. These changes are managed through an Event Steering Group established in accordance with Condition D7 of the CVL Network Code. Publication dates for the draft and final Calendar of Events are set out in Appendix C.

4.5.5 Dispute resolution process

4.5.5.1 Timetabling Panel

Railway Undertakings have certain rights of appeal in respect of decisions made during the timetabling process. These appeals are heard by a specialist Timetabling Panel in accordance with the CVL Access Dispute Resolution Rules (see below for further details). Appeals are governed by Condition D5 of the CVL Network Code together with the CVL Access Dispute Resolution Rules. These rules provide the framework within which the Timetabling Panel may request information for the purposes of determining how a dispute may be resolved. Referrals to the Timetabling Panel must be made within the periods prescribed by Condition D5. This dispute resolution procedure is designed to avoid or minimise impact on the timescales of the timetabling process. Determinations of the Timetabling Panel may be subject to a further level of appeal to ORR in accordance with Condition D5 of the CVL Network Code.

4.5.5.2 CVL Access Dispute Resolution Rules

The CVL Network Code here, includes the Access and Dispute Resolution Rules and sets out the options for resolution of disputes which arise out of particular commercial contracts. The purpose of the CVL Access Dispute Resolution Rules is to provide a clear, coherent, and effective structure for dealing with disputes that arise from access contracts and the CVL Network Code (including changes to the CVL Network and changes to vehicles in use on the CVL Network but excluding timetabling disputes unless there are compelling reasons why the relevant timetabling dispute should not be allocated to the Timetabling Panel).

Disputes relating to performance are managed in accordance with the specific provisions of the performance regime itself (set out in full in Schedule 8 of each Track Access Agreement) which enables prompt resolution directly between the access contract parties. Parties may also seek guidance from the cross-industry Delay Attribution Board. In the event that a dispute remains unresolved through Schedule 8 of the Track Access Agreement or guidance received from the Delay Attribution Board, then the CVL Access Dispute Resolution Rules provisions apply.

4.6 Congested infrastructure

Under Regulation 26 of the Rail Regulations, the CVL IM must declare the relevant element of the CVL Network to be congested if:

- after coordination and consultation, it is not possible to adequately satisfy a request for CVL Network capacity; or
- during the preparation of the timetable for the next timetable period it looks likely that an element of the CVL Network will become congested during that timetable period.

The CVL Network is currently not a congested network within the above definition. Any declaration of congested infrastructure made by the CVL IM will be published in future CVL Network Statements.

In the event that all or part of the CVL Network becomes congested, the CVL IM will follow the process set out below to manage the congestion. The process comprises the following stages:

Stage 1: identification of the congested network segment and/or time zone;

Stage 2: undertake capacity analysis, unless a capacity enhancement plan is in the process of being implemented;

Stage 3: negotiation of a commercial resolution;

Stage 4: application of the regulatory framework to prioritise requests as set out in Part D4.2 of the CVL Network Code here; and

Stage 5: determination of a specific investment resolution as identified in the capacity enhancement plan.

The CVL IM's long-term planning processes already provide opportunities to both identify elements of congested infrastructure and provide a range of capacity analysis plans that are required to be published in association with any such declarations.

Note – there are currently no declarations of congestion applicable to the CVL Network.

4.7 Exceptional transports and Dangerous Goods

Railway Undertakings shall request permission from the CVL IM in order to transport Dangerous Goods and are obliged, when seeking such permission, to state whether the transport they wish to run has a load of such nature that it

must be run as exceptional transport. Currently no Railway Undertaking has permission to transport Dangerous Goods on the CVL Network.

Please refer to sections 3.4.3 and 3.4.4 of this CVL Network Statement for further information.

4.8 Rules After Path Allocation

4.8.1 Rules for Path Modification

The rules are contained within the CVL Network Code condition D3.

4.8.2 Rules for Path Alteration

The rules are contained within the CVL Network Code condition D3.

4.8.3 Non-Usage Rules

Part J of the CVL Network Code, which is incorporated into each Track Access Agreement, provides a means by which access rights may be removed in the event that a Railway Undertaking fails to use them, unless this failure is due to non-economic reasons beyond the Railway Undertaking's control. The specific threshold quota required by Regulation 29 of the Rail Regulations is specified by Part J4.2 of the CVL Network Code here but should be read in conjunction with the entirety of Part J4.

4.8.4 Rules for Cancellation

Where one Railway Undertaking is replacing another in the provision of transport services to a third party for the carriage of goods, a process within Part J7 of the CVL Network Code allows for the surrender and reallocation of access rights. This reflects Rail Regulations, Regulation 29(1).

4.9 Redesign of the International Timetabling Planning Process (TTR)

The CVL Network does not include or form part of any current international Freight Corridor and therefore this section is not Applicable and not used. Information on TTR can also be found on the RNE website in the document: Network Statement Common Structure and Implementation Guide For Timetable 2025 (4.9.1 to 4.9.3 here).

5. Services and Charges

5.1 Introduction

This section sets out the arrangements and charging principles for access to the CVL Network, which apply from the 1st April 2024 to 31st March 2029. Thereafter, charges will be reviewed and adjusted by the CVL IM on a five yearly basis to coincide with Network Rail's Control Periods.

Further information is included in Schedule 7 of the CVL IM's Track Access Agreements for franchise passenger, charter, and freight Railway Undertakings. Template TAA's can be found on the IM Website here, under Infrastructure Manager Documentation.

Regulations 6(1) and 6(2) of the Rail Regulations oblige the CVL IM to supply to all Railway Undertakings in a non-discriminatory manner:

- the Minimum Access Package; and access (including track access) to service facilities and the supply of services, each as set out in section 5.3 below.

Regulation 6(12) of the Rail Regulations provides that a Railway Undertaking may request the supply of any of the ancillary services as set out in section 5.5 below from the CVL IM, but the CVL IM is under no obligation to supply the services requested.

5.2 Charging Principles

The below market segments reflect Schedule 3 of the Rail Regulations, which states that the list of market segments defined by Infrastructure Managers shall contain at least the three following segments: freight services, passenger services within the framework of a public service contract and other passenger services.

The market segments applicable on our infrastructure are:

- franchised passenger
- open access passenger
- charter
- freight.

The list of market segments is to be reviewed at least every five years and the regulatory body referred to in regulation 31 of the Rail Regulations shall control that list in accordance with regulation 32 of the Rail Regulations.

5.2.1 Credit ratings, financial robustness and operational capability

Prospective applicants will need to assure us that they are financially and practically able to operate a successful train service. The CVL IM may seek a formal credit rating for a Railway Undertaking, or for a parent company or financial backer, coupled with a bank guarantee to a value that will be set to cover our liabilities.

5.2.2 Charging system

Charges are set out in the Track Access Agreements through which the CVL IM grants permission to Railway Undertakings to use the CVL Network. These contracts require ORR's approval, and hence this approval extends to the charging arrangements within them. The track access charges were reviewed and adjusted by the CVL IM on 1 April 2024 and thereafter reviewed and adjusted on a five-yearly basis.

- ORR is responsible for developing the charging framework for the CVL Network and the CVL IM is responsible for calculating all existing track access charges within this framework; and
- the basic cost of providing the CVL Network, is met by charges to Railway Undertakings.

The charging framework for the CVL Network is published on the ORR's website here.

5.2.3 Tariffs

This section sets out the different charges for access to the CVL Network. They are based on the charging arrangements which apply with regards to the Network Rail Network for Control Period 7 (CP7), determined by ORR and applicable until 31 March 2029.

We levy a range of access charges on franchised passenger, open access passenger, charter and freight Railway Undertakings. These charges may include:

- Variable Usage Charge
- Access Charge Supplements
- Additional Charges e.g.(for services requested for outside normal operating hours)
- Electrification Asset Usage Charge

- Traction Electricity Charge .

These access charges are discussed in more detail below.

The access charges are underpinned by the Minimum Access Package and the Rail Regulations as discussed in section 5.3.

The track access charges for the CVL Network which are applicable from 1st April 2024 until 31st March 2029 are based on NR charges for the same period.

Current Charges can be found Here

5.3 Minimum Access Package and Charges

5.3.1 The Minimum Access Package as described in Schedule 2 of the Rail Regulations comprises the following:

a) handling of requests for infrastructure capacity; and

b) the right to utilise capacity which is granted, in particular:

(i) such railway infrastructure including track, points, and junctions as are necessary to utilise that capacity.

(ii) electrical supply equipment for traction current, where available and as is necessary to utilise capacity.

(iii) train control including signalling, regulation, dispatching and the communication and provision of information on train movements; and

(iv) all other information required to implement or operate the service for which capacity has been granted.

Regulation 6(1) of the Rail Regulations requires Infrastructure Managers to supply to all Railway Undertakings the Minimum Access Package in a non-discriminatory manner. A Railway Undertaking has a right to appeal to ORR under regulation 32 of the Rail Regulations if it is denied the entitlement conferred on it under regulation 6(1).

5.3.2 Variable Usage Charge (VUC)

The purpose of the Variable Usage Charge is to recover our operating, maintenance and renewal costs that vary with traffic. In economic terms, it

reflects the short run marginal cost. Hence, it does not reflect the cost of providing or changing the capability or capacity of the CVL Network. The Variable Usage Charge is paid by franchised passenger, freight, charter, and open access passenger Railway Undertakings. The Variable Usage Charge for passenger, freight, charter and open access Railway Undertakings on the CVL Network will be calculated and charged in the same way as Network Rail calculates and charges Railway Undertakings for track access on the NR Network, using the Variable usage Calculator (here).

The principles underpinning the Variable Usage Charge that the CVL IM will charge on the CVL Network were devised by Network Rail for the Network Rail Network which are largely based on a bottom-up analysis of Network Rail's incremental costs. First, Network Rail established the total variable costs associated with all traffic on the network. Then these costs were distributed between individual vehicles based on their relative propensity to cause damage to the network. This propensity is established from an analysis of the causes of wear and tear to the network, and the relative characteristics of different rolling stock types. The CVL IM will charge Railway Undertakings on the same basis on the CVL Network.

The cost of track maintenance and renewal varies with factors such as axle load, speed, unsprung mass, and yaw-stiffness. The higher a vehicle's axle load, speed, unsprung mass, and yaw-stiffness the higher the damage it causes to the infrastructure leading to higher maintenance and renewal costs. As such, the Variable Usage Charge charged on the CVL Network reflects these characteristics.

For enquiring Railway Undertakings, the CVL IM will provide an estimate of the charge for a new vehicle type, using Network Rail methodology, when provided with the following information:

- tare weight
- number of axles
- unsprung mass
- yaw-stiffness
- maximum or operating speed of the vehicle
- seating capacity (passenger vehicles only)
- Ride Force Count (freight vehicles only)
- operating weight (freight vehicles only).

Variable Usage Charges applied for CVL running are the same as those in use on Network Rail infrastructure, for the period 1st April 2024 to 31st March 2029.

Whilst the basis of the calculation of Variable Usage Charges for freight is similar to that for passenger vehicles, there are some key differences:

First, for freight wagons, adjustments are made to Variable Usage Charges to reflect the relative "track friendliness" of the suspension/bogie type. The purpose of this adjustment is to incentivise the use of "track friendly" suspension/bogie types which will result in lower infrastructure costs. This adjustment ranges from a reduction of 14.2 per cent to an increase of 9.8 per cent and is based on a particular freight wagon's Ride Force Count. The Ride Force Count is a metric developed to provide a quantitative assessment of the "track friendliness" of a wagon's suspension/bogie type, following vehicle dynamics modelling.

Secondly, freight Variable Usage Charges vary depending on the commodity type being transported. The reason for this is that the operating speed and operating weight of a freight vehicle can vary materially depending on the commodity type being transported and this is reflected in the Variable Usage Charge. The list of freight commodity types used for charging purposes is set out below:

- biomass
- chemicals
- Coal Electricity Supply Industry (CESI)
- coal other
- construction materials
- domestic automotive
- domestic intermodal
- domestic waste
- enterprise
- European Automotive
- European Conventional
- European Intermodal
- general merchandise

- industrial minerals
- iron ore
- mail and premium logistics
- other
- petroleum
- Royal Mail
- steel.

5.3.3 Traction Electricity

Railway Undertakings are able to use electric current for traction. Discontinuous 25kv OLE is installed on passenger routes on the CVL network. Requirements for use are contained in this section. Note: Freight only lines do not have OLE fitted.

The charging principles for traction electricity for the CVL network vary between single Railway Undertaking and Multiple Railway undertaking, (see 5.3.3.5)

5.3.3.1 Two electricity supply point infrastructure meters will be installed one at the Network Rail supply point at Canton, and one at the AIW supply point at Ton Teg (Upper Boat).

5.3.3.2 The Core Valley Lines (CVL) overhead line electrification at 25kV AC utilises permanently earthed sections (PES), beneath restricted structures, and several catenary free sections, designated “smart electrification” (discontinuous electrification). As a consequence, all electric trains operating on the CVL network must be capable of interfacing with the electrification system via the Track link III infrastructure APCO beacons via train borne readers and have a secondary source of power e.g. batteries. This is the case for the Stadler Flirt tri-mode vehicles and City link tram train vehicles.

5.3.3.3 All trains using traction power supply must be capable of being metered.

5.3.3.4 Railway Undertakings can procure their power from whoever they wish.

5.3.3.5 Traction Costs

(i) One operator: the operator will pay for all the costs associated with traction current, traction supply and losses.

(ii) Multiple Railway undertakings: AIW shall enable the means of supply and charge the Railway undertaking at their agreed electricity price with their supplier plus a charge for operation and maintenance (covering a contribution towards wear and tear) of the Traction power equipment, and its transmission losses.

5.3.3.6 Supply Arrangements

(i) One Railway Undertaking: The Electric Current for Traction (EC4T) will not be supplied by AIW and is owned by TfWRL.

(ii) Multiple Railway Undertakings: AIW will enable the supply of power to all Railway Undertakings.

5.3.3.7 Charging

Electrification Asset Usage Charge (EAUC)

The purpose of the EAUC is to recover the variable maintenance and renewal costs associated with electrification assets [CVL OLE Network].

The charge is aligned to that of Network Rail and is calculated by estimating the percentage of forecast electrification asset costs that vary with traffic levels and dividing this estimate of variable costs by our forecast traffic. The charge is payable as follows:

- Passenger Railway Undertakings utilising electric traction are charged on a pence per electrified vehicle mile basis.
- Freight Railway Undertakings who utilise electric traction will be charged on a £ per electrified KGTM (Thousand Gross Tonne Mile) basis.

The Electrification Asset Usage Charge is set at the start of the Control Period and increased annually in line with the Consumer Prices Index.

Electric Current for Traction (EC4T)

The EC4T charge will be calculated as follows:

EC4T charge (£) = (electricity consumption recorded on the on-train meters (kWh) – electricity regeneration recorded on the on-train meters (kWh)) x (1 + distribution losses uplift) x tariff (pence/kWh)

5.3.3.8 Billing

Billing will take place in arrears every 4 weeks.

5.3.3.9 AIW will charge as follows for the Electrification Asset Usage.

(i) One Operator: AIW will charge for the use of its electrical distribution and supply equipment by way of an Electrification Asset Usage Charge (EAUC).

(ii) Multiple Railway Undertakings: AIW will charge for the use of its electrical distribution and supply equipment by way of an Electrification Asset Usage Charge (EAUC). Where there is more than one Railway Undertaking consuming traction electricity on the CVL at any point in time, there will be an annual adjustment to reflect any difference between the cost recovered as above and actual cost to AIW of providing traction electricity. This adjustment process will take place following the end of each year ending on 31 March.

5.3.4 Access Charge Supplements

An access charge supplement may be required from franchised and open access Railway Undertakings, to recover the cost of having to pay compensation pursuant to Schedule 4 of the Track Access Agreement for disruption caused by an efficient volume of possessions (or restrictions of use) on the CVL Network (please see section 5.6.6 for details of the compensation arrangements).

The passenger Track Access Agreement for the CVL Network includes provisions for charging an access charge supplement. However, Railway Undertakings are able to opt out of Schedule 4 provisions. There is no access charge supplement currently charged on the CVL Network.

5.3.5 Track access to service facilities

In addition to the track access charges for use of the infrastructure, the Rail Regulations provide for entitlements to track access to facilities and the supply of services as set out in section 5.3.

Under these regulations, the CVL IM may recover the costs associated with the following charges as described below in section 5.3.6:

- Station Long Term Charge
- Property Rent
- Depot Charges
- Environmental Charges.

5.3.6 Supply of services referred to in section 5.3

In respect of the stations on the CVL Network, charges may be applied under the terms of any Station Access Agreement and any leases that Railway Undertakings enter into with us across the CVL Network. These charges are described in the following sections of this section 5.3.6.

5.3.6.1 Station Long Term Charges

The charge enables the CVL IM to recover the maintenance, renewal, and repair (MRR) expenditure associated with all stations for which it is Infrastructure Manager, and for which it is not otherwise funded.

The Station Long Term Charge payable at CVL stations is currently set at £0.

5.3.6.2 Property Rent for stations

Property rent is paid by station Railway Undertakings under the terms of their station lease and is not regulated by ORR.

Although property rent for stations is subject to RPI indexation, there is no formal process for review or resetting of the rent to reflect changes in the level of commercial activity or income growth at stations.

5.3.6.3 Depot Charges

On the CVL Network there is a refuelling facility at Rhymney which is operated by TfWRL. Access to this facility and associated charges must be agreed with TfWRL (see section 1.6.3 for contact details).

5.3.6.4 Environmental charges

The CVL IM track access charges do not currently include any specific environmental charges or discounts. However, Part E of the CVL Network Code provides for recovery of costs in relation to environmental conditions arising out of Railway Undertakings' activities. Discounts, if given, are required to comply with paragraph 6 of Schedule 3 of the Rail Regulations, and these are referred to later in this section.

5.3.7 Handling of requests for infrastructure capacity

This service refers to the processes outlined in section 4 (Capacity Allocation) of this CVL Network Statement. There is currently no charge for this activity.

5.3.8 Utilisation of capacity which is granted

There is currently no charge or penalty for non-use of capacity granted.

5.3.9 Minimum Access Package for connected facilities

In relation to rail facilities that are not part of the CVL Network, the provision of the Minimum Access Package is the responsibility of the relevant service provider.

5.4 Additional Services and Charges

5.4.1 Services for trains (pre-heating, water supply, toilet waste disposal etc.)

This is not currently provided on the CVL Network.

5.4.2 Services for exceptional transports and Dangerous Goods

The CVL IM may provide support for necessary Risk Assessment for the carriage of Dangerous Goods on the CVL Network. Fees for this activity are agreed on a case-by-case basis.

5.4.3 Any other additional services

Additional charges may be raised if a signal box, for example, needs to be opened specifically outside the hours set out in the timetable planning rules in order to accommodate a new service or new services. These will be determined on a case-by-case basis and set out in the relevant Railway Undertaking's Track Access Agreement.

In respect of the stations on the CVL Network, charges may be applied under the terms of any Station Access Agreement and leases that Railway Undertakings enter into with us across the CVL Network.

5.5 Ancillary Services and Charges

To the extent that the CVL IM supplies ancillary services where these fall within arrangements under a Track Access Agreement, the charging principles are set out under section 5.2.

5.5.1 Access to the telecommunications network

On the CVL Network, GSM-R and FTN infrastructure and services are provided by Network Rail (using telecommunications equipment owned by Network Rail) for use by the CVL IM.

The use of the CVL IM's communication network, including those elements described in section 2.3.12 of this CVL Network Statement, is for those activities contained within the Minimum Access Package.

5.5.2 Provision of supplementary information

There will be a charge for the provision of supplementary information, which will be assessed on the nature and scope of the information being requested and levied in accordance with the Rail Regulations, based on time taken and cost of materials used.

5.5.3 Any other ancillary services

To the extent that CVL IM supplies ancillary services, which may comprise access to the telecommunication network and provision of supplementary information, where these fall within arrangements under a Track Access Agreement, the charging principles are set out under Section 5.2.

5.5.4 Scarcity charges

Charging arrangements on the CVL Network do not include scarcity charges.

5.6 Financial Penalties and Incentives

5.6.1 Penalties for Path Modification

Timetable planning rules apply. These include short and very short planning requests. There are no specific penalties for accepted changes.

5.6.2 Penalties for Path Alteration

Path alteration due to unavailability of infrastructure, driver route knowledge or other similar real time event, is covered by the performance scheme arrangements in place (please see sections 5.6.6 and 5.7).

5.6.3 Penalties for Non-usage

On the CVL Network at present there are no standard non usage/reservation charge arrangements under regulation 17 of the Rail Regulations.

5.6.4 Penalties for Path Cancellation

On the CVL Network at present there are no standard non usage/reservation charge arrangements under regulation 17 of the Rail Regulations.

5.6.5 Incentives / Discounts

Outside of the core Timetable Planning Rules and the applied performance scheme arrangements, there are no specific additional incentives or discounts currently in use on CVL Network.

5.6.6 Restrictions of Use

Where a Railway Undertaking incurs costs and loss of revenue from disruptive engineering possessions taken on the CVL Network, and provided the Railway Undertaking is part of the scheme, Schedule 4 of the Track Access Agreement sets out the arrangements by which Railway Undertakings are compensated for those costs and revenue losses. As of the 1st April 2024, Railway Undertakings are able to choose whether to opt out of these arrangements.

Where a passenger (non-charter) or freight Railway Undertaking also has a track access agreement with Network Rail, the provisions relating to the compensation payable when there is a restriction of use on the CVL Network (i.e. the possessions regime) will be administered by Network Rail (on behalf of CVL IM) and the provisions of Schedule 4 in the track access agreement with Network Rail shall apply, noting that Railway Undertakings are able to opt out of these arrangements.

5.7 Performance Scheme

5.7.1 General Principles and objectives

The performance regime on the CVL Network provides compensation to Railway Undertakings for delays and cancellations for which the Railway Undertaking is not directly responsible. It is a regime that provides compensation based upon the performance of the CVL IM and Railway Undertakings.

On the Network Rail Network, compensation payments are based on attributed delay, benchmarks, and payment rates: if a party causes more delay than its benchmarked amount, it pays an amount equal to the excess delay multiplied by a payment rate. Payments are determined formulaically (instead of requiring parties to negotiate actual losses for each delay), as a function of a payment rate and how actual performance compares to a benchmark level. This formulaic system reduces the administrative and legal costs that would be incurred if parties were required to make a claim for each individual incident. There are different benchmarks and payment rates for delays caused by Network Rail and for delays caused by Railway Undertakings. Likewise, the freight regime and passenger regime use different measures of delay.

This performance regime is set out in Schedule 8 of Network Rail's template track access agreements.

This performance regime is sometimes referred to as the "star model". The diagram overleaf shows a simple illustration of the contractual arrangement:

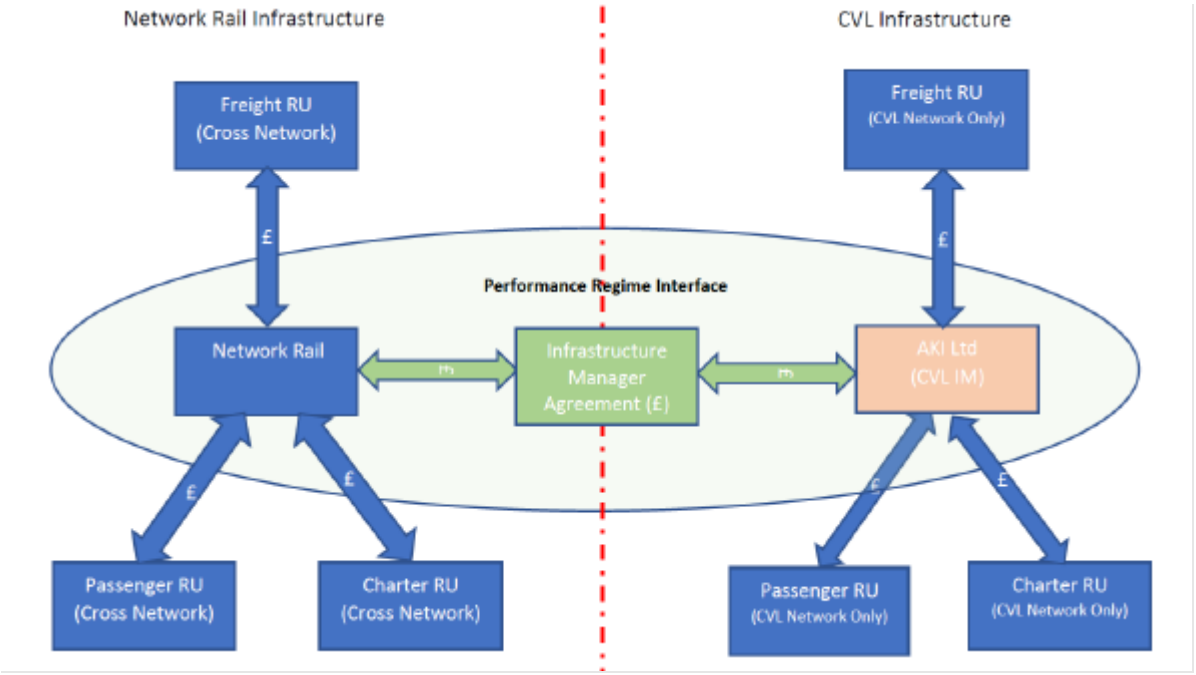
The Track Access Agreements for the CVL Network include a performance regime in Schedule 8 of those agreements which is substantially based on the Network Rail model, the main principles of which are set out in sections 5.7.2 and 5.7.3 of this document. However, where a Railway Undertaking operating on the CVL Network also has a track access agreement with Network Rail, Network Rail has agreed to administer both the Network Rail Network performance regime and the CVL Network performance regime as a "single star model" as if the two networks were a combined network. In such circumstances Schedule 8 of the Track Access Agreement for the CVL Network is switched off in accordance with section 1a of Schedule 8 of the CVL Consolidated Track Access Agreements, as published by ORR.

Under the single star model, the Railway Undertaking will be compensated by, and pay compensation to, Network Rail in respect of, delays and cancellations occurring on the CVL Network under the terms of its Network Rail track access agreement. In order to achieve this, where a Railway Undertaking seeking access to the CVL Network has an existing track access agreement with Network Rail, an amendment will be required to such existing track access agreement with Network Rail in order to reflect the operation of the single star model.

Under this single star model arrangement, Network Rail and the CVL IM have entered into an agreement pursuant to which Network Rail pays to, or receives compensation from the CVL IM in respect of delays and cancellations on the CVL Network and the impact this has on the Network Rail Network and vice versa (the "**Infrastructure Manager Agreement**").

The diagram below shows a simple illustration of the single star model contractual arrangement (showing Railway Undertakings (RUs) with track access agreements on both networks):

[single star model]



5.7.2 Performance Monitoring

Performance monitoring on the CVL Network is achieved via real time reporting using Network Rail's TRUST system. Incidents causing delay and cancellations are captured with impact upon individual trains being recorded. The output from this system is used to measure delays on daily, weekly, and periodic basis as well as longer-term analysis such as year-on-year performance.

IM and Railway Undertakings performance against their targets are measured using data from TRUST and also performance against benchmarks, which determines if payments or compensation is due.

5.7.3 Incentivisation

In respect of a Railway Undertaking which operates on the CVL Network only, the benchmark targets for that Railway Undertaking and the CVL IM are set out in the Track Access Agreement between those parties.

Where a Railway Undertaking operates on the CVL Network and the Network Rail Network, under the single star model:

- the Railway Undertaking's benchmark target will be included within the benchmark target in its track access agreement for the Network Rail Network; and
- the CVL IM's benchmark target under the single star model is set out in the Infrastructure Manager Agreement.

The CVL IM and the passenger, charter and freight Railway Undertaking benchmarks targets under the performance regime are intended to be set at realistic but challenging levels for all parties. If the CVL IM and the Railway Undertakings perform at their respective benchmark levels, then no Schedule 8 payments are made.

Franchised passenger and open access Railway Undertakings are also able to claim additional compensation if performance is poor over a sustained period, the trigger being where CVL performance is more than 20 per cent worse than the benchmark target on a moving annual average basis.

For freight Railway Undertakings, the CVL IM and freight operator benchmarks and payment rates are common across all freight Railway Undertakings, reflecting the cost incurred by freight Railway Undertakings, reflecting the desire to retain simplicity in the freight performance regime.

For charter Railway Undertakings, the CVL IM and charter operator benchmarks and payment rates are common across all charter Railway Undertakings, reflecting the cost incurred by charter Railway Undertakings, reflecting the desire to retain simplicity in the charter performance regime.

The performance scheme must meet requirements set out in Regulation 16 and Schedule 3 of the Rail Regulations.

5.7.4 Governance and Dispute Resolution

The initial procedure for dealing with disputes relating to the performance scheme are set out within the Track Access Agreements of each Railway Undertaking. Where a Railway Undertaking also has a track access agreement with Network Rail (and accordingly the performance scheme is administered by Network Rail on behalf of CVL IM) the procedure for disputes relating to the performance regime is set out within Schedule 8 of each Track Access Agreement, otherwise the CVL Access Dispute Resolution Rules will apply. These can be found as an addendum to the Network code on the IM Website here.

5.8 Changes to charges

The charges that CVL IM levies on train Railway Undertakings are determined as part of a routine review process undertaken by CVL IM. The routine review process sets CVL IM's charges for a five-year period (commenced 1 April 2024). During this period changes to charges may be subject to increases each year to reflect inflation.

5.9 Billing arrangements

All invoices will be sent to Railway Undertakings by or on behalf of CVL IM and are typically on a periodic (four week) basis. The specific details are outlined in the specific Track Access Agreement. Remedies for non-payment include interest charges, suspension of the contract and termination.

6. Operations

6.1 Introduction

This section contains details of the rules concerning the obligations of the applicant and/or the CVL IM to be followed for train and shunting operations.

The CVL IM cooperates with Network Rail to ensure effective coordination at IM boundaries and optimise restoration of service following disruption.

6.2 Operational Rules

The CVL Network is part of the GB mainline railway and therefore the standards within the scope of the Railway Standards Code (Railway Group standards, Rail Industry Standards and National Operations Publications including the Rule Book) apply. Compliance with Railway Group Standards is mandatory. These are technical standards and operating procedures contributing to safe railway system operation and interworking.

The Railway Group Standards, Rail Industry Standards and National Operations Publications are issued by RSSB and can be accessed on the RSSB's website. Some standards are supported by guidance notes, also issued by RSSB. The RSSB has integrated the management of these standards with the work that it does to support the industry on interoperability standards.

The CVL IM is a member of the RSSB.

Railway Group Standards are available here.

In addition, the following rules also apply:

6.2.1 CVL Network Code

The CVL Network Code is a common set of rules that is incorporated by reference into each Track Access Agreement. The CVL Network Code covers the multilateral legal relationship between CVL IM and each Railway Undertaking that uses the CVL Network. Whilst the CVL Network Code does not create any contractual relationship between Railway Undertakings, it should be noted that, in the event of a conflict of interpretation between the CVL Network Code and the applicable Track Access Agreement, the CVL Network Code prevails.

Any person who is party to a Track Access Agreement is subject to meeting all the obligations within the CVL Network Code.

The CVL Network Code sets out procedures relating to the operation of the CVL Network. The code regulates change, including changes to railway vehicles and to the CVL Network itself. The CVL Network Code also deals with the process for establishing a Working Timetable, addressing operational disruption and performance improvement, planning and monitoring.

The CVL Network Code can be found under IM Documentation on the IM website here.

6.2.2 CVL Railway Operational Code

The purpose of the Railway Operational Code is to sustain the operation of train services on the CVL Network and to restore the operation of the CVL Network following disruption.

The CVL Railway Operational Code is similar to that in use on Network Rail network and is included as Section H of the CVL Network Code (see 6.2.1). There is an intention to introduce a specific CVL Railway Operational Code, which will be published on the IM Website once established in accordance with the CVL ROC Plan here.

6.2.3 Performance Data Accuracy Code

The Performance Data Accuracy Code here is incorporated into the CVL Network Code (Part B) and encompasses defined standards of accuracy of performance data. It is used in connection with the performance monitoring system, which assesses the respective responsibilities for delays to and cancellations of trains. The system feeds into contractual arrangements and processes which encourage performance improvement and the minimisation of disruption.

6.2.4 Delay Attribution Principles and Rules

The Delay Attribution Principles and Rules document is incorporated into the CVL Network Code here. (Part B) and provides guidance for the consistency of application and approach by all parties involved in the process of delay attribution. This enables accurate records to be kept of the causes of delay and cancellation of train services resulting from incidents occurring across the CVL Network. The document supports the need for management information as well as the requirement for parties to be compensated accordingly for delays experienced.

6.2.5 CVL Access Dispute Resolution Rules

The CVL Access Dispute Resolution Rules set out how disputes under access contracts are resolved. Further information can be found in section 4.5.5.2.

6.2.6 Network Rail National Operating Procedures

To ensure consistency in arrangements between adjoining Infrastructure Managers, the CVL Network operates to substantially the same operating procedures as Network Rail and have operational interface arrangements in place to support this. These arrangements will be reviewed and revised from time to time (in particular when the CVL Integrated control centre is operational).

6.3 Operational Measures

6.3.1 Principles

The measures to be undertaken in the case of disruption or anticipated disruption on the CVL Network so as to sustain, and where necessary restore, operation of train services on the CVL Network in accordance with the Working Timetable are set out in the CVL Railway Operational Code (please refer to section 6.2.2 of this CVL Network Statement for details).

When a Disruptive Event occurs, the ICC Duty Control Manager, in liaison with Network Rail, will determine the appropriate actions to restore the Working Timetable as soon as is reasonably practicable, taking into account the needs of the Railway Undertakings, the interests of safety and security and the efficient and economic operation of trains and the CVL Network. Railway Undertakings are required to co-operate as regards such activity including the provision of trains and train crew to assist.

The CVL IM will lead the process of development and maintenance of contingency plans and codes of practice which can be implemented in cases of Disruptive Events. Where a Disruptive Event is expected to continue for an extended period, an amended timetable may be prepared by Network Rail (on behalf of CVL IM) in consultation with the affected Railway Undertakings.

6.3.2 Operational regulation

CVL IM develops and maintains train regulation policies so as to provide a framework to enable regulating decisions to be made in a way that is fair, consistent and in the best interests of all Railway Undertakings so far as can reasonably be achieved, facilitating achievement of their performance objectives.

Train regulation policies are established by CVL IM in consultation with Railway Undertakings, who may propose variations to them.

Any disputes are determined by reference to the CVL Access Dispute Resolution Rules and, if applicable, by further appeal to ORR.

6.3.3 Disturbances

The CVL Railway Operational Code provides for contingency plans to accommodate changes to the train service which may be expected to result in operational disruption. This may include pre-planned amended timetables that can be uploaded to the industry systems used on the CVL Network quickly so that passengers can see what train services will be running on the following day.

Where a problem is unforeseen, but may be expected to result in operational disruption, and there is no contingency plan to cover it, CVL IM will consult with affected Railway Undertakings as may be reasonably practicable and determine the most appropriate action to be taken.

6.4 Tools for Train Information and Monitoring

Real time Train Performance information for CVL Network is held in the TRUST system, managed by Network Rail, which also covers the rest of the Great Britain network. TRUST also supports RNE Train Information System (TIS).

TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from Network Rail's systems and all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders.

Railway Undertakings and terminal operators may also be granted access to the TIS and they can join the RNE TIS Advisory Board. All members of this Board grant all other members full access to TIS data if they are involved in the same train run. Without it, mutual agreements have to be signed between Railway Undertakings and between Railway Undertakings and terminal operators.

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support:
support.tis@rne.eu

More information can be found on RNE website here.

Note: the CVL Network forms no part of a current International Freight Corridor.

7. Service Facilities

7.1 Introduction

As defined under the Access and Management Regulations, Service Facility Operators must provide information on access and charging for the Service Facility and services, to the IM.

Operators of service facilities shall provide information on the service facilities and services for which they are responsible and applicable charges for inclusion in this Network Statement.

The CVL IM is required to facilitate collection of information on service facilities. To alleviate the administrative burden of service facility operators a template for the collection of the required information, can be found here.

Operators of service facilities are under an obligation to supply all relevant information to the infrastructure Manager. The information in this section is provided to detail service facilities operated by the CVL IM and those operated by others, which are connected to the CVL IM Network. Information on service facilities operated by others is limited to that provided by the operator (including links) at time of publication (refer to 7.2).

To assist facility operators, an example of a completed Service Facility Statement (Avanti West Coast) can be found here.

7.2 Service Facility Overview

The information given in this section provides detail of the service facilities available on the CVL Network.

For Facilities not managed by the CVL IM links to Service Facility Descriptions provided by operators are provided in the relevant following sections

Information received beyond this update publication will be included in future planned issues of the Network Statement only.

A service Facility Template has been provided to listed facility owners for the provision of this information, a copy of which can be found here.

CVL IM invites operators of service facilities connected to the CVL rail network to send their ready-to-publish information or a hyperlink to their service facility information to CVLtrackaccess@amey.co.uk.

7.3 Service Facilities

TfWRL is currently the facility owner for each of the CVL Stations.

TfWRL also operates a maintenance facility for metro/light rail vehicles which is located at Taff's Well. (see 7.3.6)

TfWRL also operates a refuelling facility at Rhymney.

There are no Freight Terminals on the CVL Infrastructure.

Service Facility Description for sites operated by TfWRL can be found here.

7.3.1 Common Provisions

Apart from Passenger Stations, leased to TfWRL, the CVL Network has very few service facilities. Where these do exist, they are described in the following sub sections.

7.3.2 Passenger stations

7.3.2.1 General Information

Section 2.3.3 provides further information regarding the CVL Stations. Please refer to the list of CVL Stations at Appendix B of this CVL Network Statement, which includes platform details.

Platform heights at all stations on the CVL Network are generally higher than those encountered on railways in continental Europe. The stepping distance (both vertical and horizontal) between platforms and trains is part of the consideration afforded in the course of acceptance of new rolling stock onto the CVL Network.

More information on rolling stock acceptance is given in section 3.4.1 and detailed information about the infrastructure is contained in the Sectional Appendix here. Please refer to section 2.3 for further information on the Sectional Appendix.

7.3.2.2 Services

The extent of most service facilities provided at stations managed by Railway Undertakings is usually determined by the facility owner. Details of the facilities at these stations can usually be found on the National Rail website.

7.3.2.3 Service Facility Description

Operators of service facilities are under an obligation to supply all relevant information to the infrastructure managers in accordance with Regulation 13(3)(a) of The Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016, as amended.

Details of station facilities, access, staffing, ticket buying and accessibility can be found on the TfW Service Facility Description document here.

Technical access information on the CVL Stations is published in the Sectional Appendix here.

Charges

The CVL Stations are operated by TfWRL, which leases the CVL Stations from CVL IM. The principles and methodology for charges is set out in section 5.3.7. For information on access to and charges for access to the CVL Stations and to request a template Station Access Agreement (including the applicable Station Access Conditions), please contact TfWRL using the contact details set out in section 1.6 of this CVL Network Statement. TfWRL is currently the only Railway Undertaking operating passenger services on the CVL Network.

7.3.2.4 Access Conditions

Other Railway Undertakings (known as beneficiaries) who wish to use a CVL Station must enter into a Station Access Agreement with TfWRL. Such agreements govern the provision of common station amenities and services by the facility owner, including such matters as the availability of concourses and platforms, non-exclusive staff amenities, cleaning lighting and train despatch. Such Station Access Agreements must be approved by ORR prior to being entered into, otherwise it will have no legal effect.

Cardiff Central Station, which is part of the Network Rail IM Infrastructure, is also operated by TfWRL. Railway Undertakings who wish to use this station's facilities will need to enter into a separate Station Access Agreement with TfWRL.

Where an Applicant enters into a Station Access Agreement in respect of a CVL Station, the station access agreement must incorporate the CVL Station Access Conditions which set out the operational arrangements applicable to the operation of the CVL Stations. Where an application requires a station usage agreement in respect of a CVL Station, the station usage agreement will set out the operational arrangements applicable to the operation and use of the relevant CVL Station. Any queries should be addressed to the relevant facility owner or service facility operator, as applicable.

7.3.2.5 Capacity Allocation

Applications for access to station services should be directed to TfWRL using the contact details in Section 1.6 of this Network Statement. TfWRL is responsible for responding to any request and co-ordinating the process leading to necessary agreements or refusal of access.

7.3.3 Freight terminals

As the Infrastructure Manager CVL IM does not operate freight terminals nor offer any freight terminal facilities. Any party wishing to use these terminals would need to reach a separate agreement with the facility owner or service provider of that terminal to whom the Rail Regulations apply. Contact Details are provided in Section 1.6 of this Network Statement.

The two points where freight facilities connect to the CVL Network are at Cwmbargoed, which is currently out of use, and Hirwaun, which is not currently in use and subject to a temporary Network Change arrangement.

There are currently no in use freight facilities connected to the CVL Network.

Additional information on freight terminals on the Network Rail Network can be found here.

7.3.4 Marshalling yards and train formation facilities

There are currently no such facilities on the CVL Network.

7.3.5 Storage sidings

There are no dedicated storage sidings on the CVL Network.

Certain trains are stabled overnight, and interior cleaned at Aberdare, Treherbert and Rhymney storage sidings. This arrangement is as agreed with IM and allows for necessary maintenance of IM assets. There is no charge made for this arrangement. Please refer to the Sectional Appendix for technical details of these sidings.

Further stabling provision may exist on the adjoining Network Rail Network.

7.3.6 Maintenance facilities

There is a depot and Maintenance facility operated by TfWRL, located at Taff's Well exclusively for the use of the new Metro vehicles. Information on this depot and maintenance facility is provided in the TfWRL facilities document here.

A Refuelling LMD facility is in place at Rhymney, operated by TfWRL (see section 7.3.10).

On the Network Rail managed Infrastructure, Canton Depot provides facilities for light maintenance. This depot is not part of the CVL Network but provides servicing to certain rolling stock that operates on the CVL Network.

The operator of a depot is known as a depot facility owner. Other train operators, or third parties procuring depot services on behalf of a train operator (known as beneficiaries) who want to use the depot must enter into an access contract with the relevant depot facility owner. ORR's approval of the agreement is usually required.

Please refer to the Network Rail Network Statement for further information on the maintenance facilities which are not on the CVL Network.

7.3.7 Other technical facilities (including cleaning and washing facilities)

There are currently no such technical facilities on the CVL Network.

Please refer to section 7.3.6 for facility at Taff's Well.

7.3.8 Maritime and Inland Port Facilities

There are no maritime or inland port facilities on the CVL Network.

7.3.9 Relief Facilities

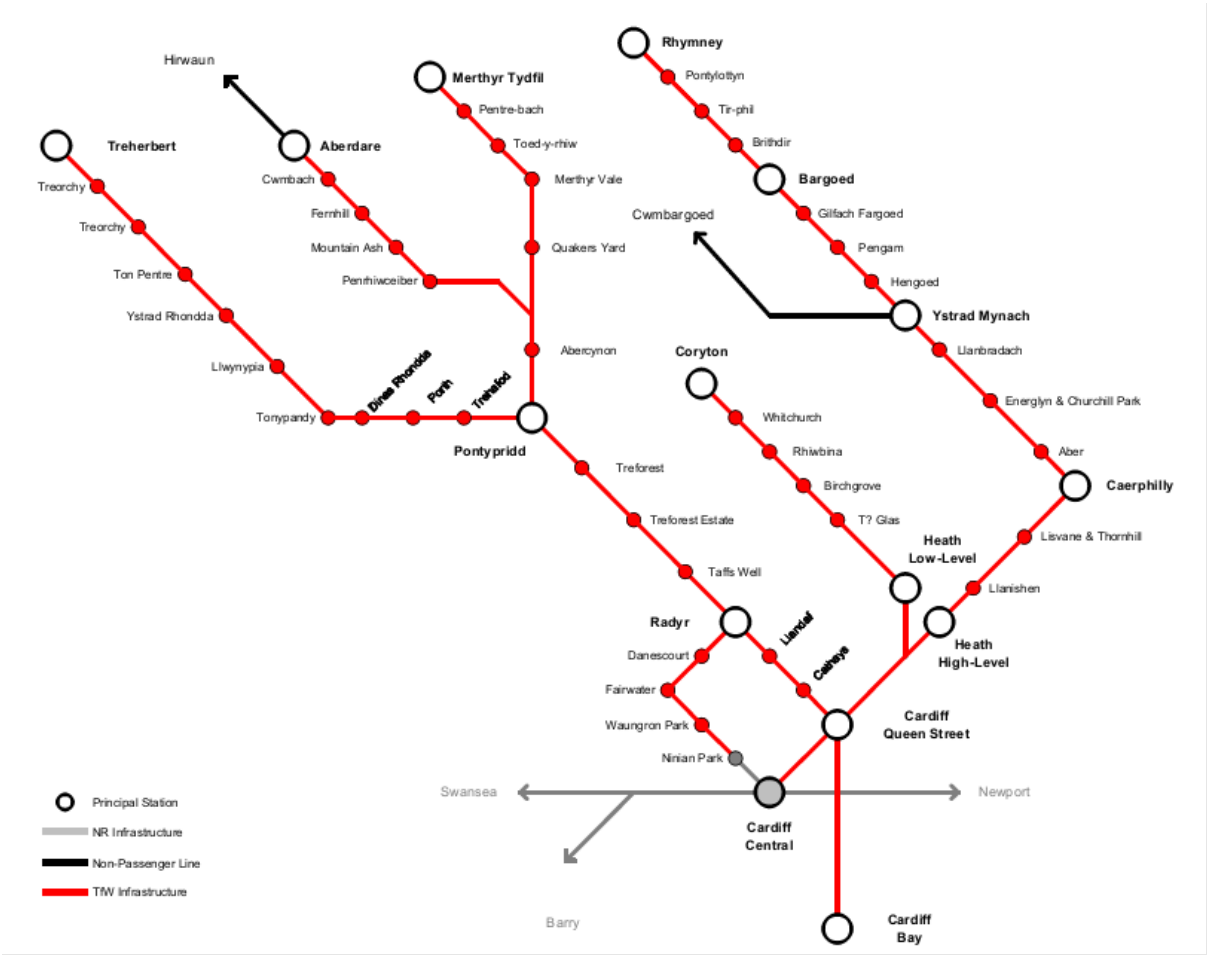
Relief arrangements are managed by TfWRL, typically taking place at the heads of the valley: Rhymney; Treherbert; and Merthyr.

7.3.10 Refuelling facilities

There is currently one refuelling facility on the CVL Network, located at No 4 Siding at Rhymney. This facility is leased to and operated by TfWRL. (see section 1.6.3 for contact details).

Please refer to section 7.3.6 for the facility at Taff's Well.

Appendix A – Map of AIW Managed Infrastructure



Appendix B - CVL Stations

Part 1: List of CVL Stations

List of CVL Stations (alphabetical)			
Aber	Energlyn and Churchill Park	Penrhiwceiber	Trehafod
Abercynon	Fairwater	Pentre-Bach	Treherbert
Aberdare	Fernhill	Pontlottyn	Treorchy
Bargoed	Gilfach Fargoed	Pontypridd	Troed-y-Rhiw
Birchgrove	Heath High Level	Porth	Ty Glas
Brithdir	Heath Low Level	Quakers Yard	Waun-Gron Park
Butetown (2026)	Lisvane & Thornhill	Radyr	Whitchurch (South.Glamorgan)
Caerphilly	Llanbradach	Rhiwbina	Ynyswen
Cardiff Bay	Llandaff	Rhymney	Ystrad Mynach
Cardiff Queen Street	Llanishen	Taff's Well	Ystrad Rhondda
Cathays	Llwynypia	Tir Phil	
Coryton	Merthyr Tydfil	Ton Pentre	
Crwys Road (2027)	Merthyr Vale	Tonypandy	
Cwmbach	Mountain Ash	Treforest	
Danescourt	Pengam	Treforest Estate	
Dinas (Rhondda)			

Part 2: Platform details – (refer to Sectional Appendix for additional information)

Station	*Platform*	*Usable length*
CVL Stations		**In metres**
Aber	Down	124
Aber	Up	124
Abercynon	Down	84
Abercynon	Up	84
Aberdare	Single	101
Bargoed	1	124
Bargoed	2	124
Birchgrove	Single	65
Brithdir	Single	124
Butetown from 2026	1	125
Butetown from 2026	2	125
Caerphilly	1 (Bay)	150
Caerphilly	2 (Down)	230
Caerphilly	3 (Up)	230
Cardiff Bay	1	160
Cardiff Bay from 2026	2	160
Cardiff Queen St	1 (Bay)	55
Cardiff Queen St	2 (Down)	124
Cardiff Queen St	3 (Down)	184
Cardiff Queen St	4 (Up)	160
Cardiff Queen St	5 (Up)	166
Cathays	Down	124
Cathays	Up	124
Coryton	Single	65
Crwys Road from 2027	Up	84
Crwys Road from 2027	Down	84
Cwmbach	Single	94
Danescourt	Down	84
Danescourt	Up	84
Dinas (Rhondda)	Single	137
Energlyn and Churchill Park	1	126
Energlyn and Churchill Park	2	126
Fairwater	Down	48
Fairwater	Up	46
Fernhill	Single	94
Gilfach Fargoed	Down	16
Gilfach Fargoed	Up	16
Heath High Level	Down	124
Heath High Level	Up	124
Heath Low Level	Single	106
Hengoed	Down	124
Hengoed	Up	124
Lisvane & Thornhill	Up	124
Lisvane & Thornhill	Down	124
Llanbradach	Down	124

Planned upgrades shown in blue text

Llanbradach	Up	124
Llandaf	Down	143
Llandaf	Up	131
Llanishen	Down	124
Llanishen	Up	122
Llwynypia	Single	124
Merthyr Tydfil	Single	111
Merthyr Vale	Single	94
Mountain Ash	Down	97
Mountain Ash	Up	97
Pengam	Down	124
Pengam	Up	124
Penrhiwceiber	Single	94
Pentre-Bach	Single	142
Pontlottyn	Single	127
Pontypridd	1	138
Pontypridd	2	124
Pontypridd	3	124
Porth	(Down)	124
Porth	(Up)	132
Quaker's Yard	Single	126
Radyr	1 (Down)	124
Radyr	2 (Up)	108
Radyr	3 (Up)	124
Rhiwbina	Single	107
Rhymney	Single	127
Taff's Well	Down	142
Taff's Well	Up	142
Tir-Phil	Down	124
Tir-Phil	Up	124
Ton Pentre	Single	147
Tonypandy	Single	147
Treforest	Down	143
Treforest	Up	143
Treforest Estate	Down	183
Treforest Estate	Up	183
Trehafod	Down	137
Trehafod	Up	137
Treherbert	Single	135
Treorchy	Single	124
Troed-y-Rhiw	Single	139
Ty Glas	Single	65
Waun-Gron Park	Down	84
Waun-Gron Park	Up	84
Whitchurch (South Glamorgan)	Single	98
Ynyswen	Single	124
Ystrad Mynach	Down	124
Ystrad Mynach	Up	124
Ystrad Rhondda	Down	124
Ystrad Rhondda	Up	124

Planned upgrades shown in blue text

Appendix C - CVL Timetable Calendar

Please note that references to "Network Rail" in this Appendix C are to Network Rail acting on behalf of the CVL IM.

Timetable Development Dates – December 2026 and May 2027 Timetables

	Principal Change	Subsidiary Change
D-73 Formal Notification of Process Dates	18/07/2025	
Revision of Timetable Planning Rules		
D64 – Start of NR Consultation of Proposed Changes to Rules	19/09/2025	20/02/2026
D64 - TCRAG – Start of Train Plan Hazard Identification (**TP-HAZID**)	19/09/2025	20/02/2026
D60 – End of consultation of proposed changes to Rules	17/10/2025	20/03/2026
D60 – Rules to Planning Publication	15/10/2025	18/03/2026
D59 – Publish "Draft Rules" (V1/V3)	24/10/2025	27/03/2026
D56 – TCRAG – End of Train Plan Hazard Identification	14/11/2025	17/04/2026
D55 – TCRAG – Start of Train Plan assignment/mitigation	21/11/2025	24/04/2026
D54 – Operator Responses to "Draft Rules"	28/11/2025	01/05/2026
D54 to D44 – Network Rail review Operator Responses		
Rules to Planning Publications	27/01/2026	01/07/2026
D44 – Publish "Final Rules" (V2/V4)	06/02/2026	10/07/2026
D41 - End of Appeal Period "Final Rules"	27/02/2026	31/07/2026
Initial Consultation Period		
D64 – Publication of draft calendar of events	19/09/2025	20/02/2026
D45 – Publication of Strategic Capacity Statement	30/01/2026	03/07/2026
D55 – Notification by TT Participants of major TT changes	21/11/2025	24/04/2026
D55 – Start of Initial Consultation Period	21/11/2025	24/04/2026
D54 – Publication of Final Calendar of Events	28/11/2025	01/05/2026

D45 – Network Rail to provide copy of "Prior Working Timetable"	30/01/2026	03/07/2026
D48 – Notification of Provisional International Paths	09/01/2026	
D40 – Priority Date	07/03/2026	07/08/2026

Timetable Preparation Period

D40 – Start of Timetable Preparation Period	06/03/2026	07/08/2026
D38 – TCRAG End of Train Plan Assignment/Mitigation	20/03/2026	21/08/2026
D37 – TCRAG – Start of Train Plan Risk Evaluation (T-REP)	27/03/2026	28/08/2026
D33 – TCRAG – End of Train Plan Risk Evaluation (T-REP)	24/04/2026	25/09/2026
D32 – TCRAG – Start of Timetable Change Assurance Panel (TP-RAP)	01/05/2026	02/10/2026
D30 – TCRAG – End of Timetable Change Assurance Panel (TP-RAP)	15/05/2026	16/10/2026
D26 – Network Rail Publish New Working TT (WTT)	12/06/2026	13/11/2026
New Working TT and Associated System Files available to ATOC	12/06/2026	13/11/2026
New WTT and Associates System Files Available to ATOC		
Operator responses to New WTT	26/06/2026	27/11/2026
D22 – End of Appeal Period "New Working Timetable"	10/07/2026	11/12/2026
D15 – Timetable Briefing Process Complete	28/08/2026	29/01/2027
D14 – CIF Electronic Data Available	04/09/2026	05/02/2027
D9 - Timetable Extract taken for NRT Edit	09/10/2026	12/03/2027
D8 - Corresponding Day Timetable Dates Proposed to operators	16/10/2026	19/03/2027
D4 - NRT Data sent to Publishers	13/11/2026	16/04/2027
Timetable Commencement Date	13/12/2026	16/05/2027
Timetable End Date	15/05/2027	11/12/2027

Note Change dates are based on the Principal Change being the Sunday after the 2nd Saturday in December, and Subsidiary Change being the 3rd Sunday of May.